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Fremont General
Plan

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City of Fremont

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THE FREMONT GENERAL PLAN

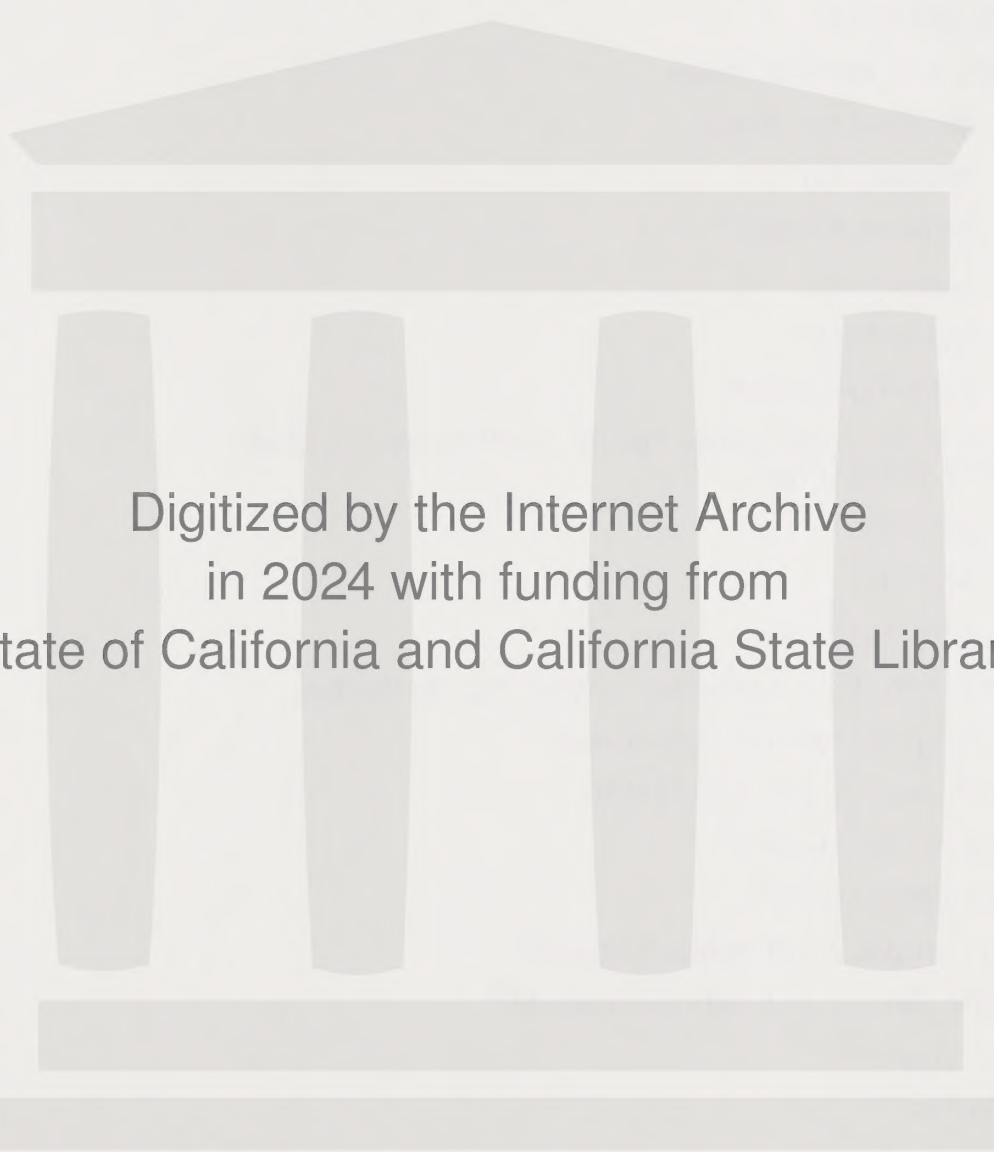
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FREMONT GENERAL PLAN POLICY TEXT

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FOOTNOTES:

1. The Housing Element - Resolutions 5202 and 5224
2. The Conservation Element - Resolution 3329
3. The Open Space Element - Resolution 3351
4. The Scenic Highway and Route Element - Resolution 3588
5. The Noise Element - Resolution 3678
6. The Seismic Safety and Safety Element - Resolution 3669

The above General Plan Elements include additional background text not included in this document. A copy of the entire text may be inspected by contacting the Community Development Department.

NOTE: This is an administrative compilation of General Plan Text, adopted by City Council July 15, 1969 (Resolution No. 2301), revised to reflect City Council approved General Plan Text amendments up to November 10, 1981, (including Resolution No. 5227), except where deletions noted.

I. CONDITIONS AND TRENDS

The following assumptions have served as a basis for long-range planning in the City of Fremont:

- A. There is a trend to smaller family sizes and increased numbers of family units. With more financial independence and increasing services, greater numbers of young unmarried and older people will maintain dwelling units.
- B. While Fremont will continue to attract large families because of the nature of existing housing stock, the proportion of smaller units will be increased significantly in the future.
- C. Increasing leisure time will result in new and greater emphasis on educational facilities for adults, recreational facilities and open space. There will be more demands for public and private services and cultural facilities.
- D. With higher overall levels of education and more leisure time, there will be a greater awareness and appreciation of good design, in both public and private areas.
- E. There will be continuing growth in retail facilities, particularly nonnecessities, combined with more efficient and intensive use of land.
- F. There will be a trend towards decreasing employment in manufacturing industry and more employment in the commercial and professional and service areas.
- G. The automobile will be the dominant mode of transportation, but other choices of transport will be available and will play an increasingly significant role.
- H. Rapid transit facilities will link Fremont to cities to the north and, perhaps, to the south and west. Higher densities will make local bus systems more feasible.
- I. Of the factors considered in selecting a home, the location of a home will depend less on length of work trip than now (1968).

II. GOALS OF THE CITY OF FREMONT

The purpose of the General Plan and of the planning process in Fremont is to aid in the achievement of these goals:

- A. The development of Fremont as a single, unified city and not as a loose federation of separate communities.
- B. The growth of Fremont as physically, socially, economically and culturally balanced city.
- C. The provision of a maximum opportunity for environmental choice through:
 - 1. diversity in activities;
 - 2. variety in physical character, including housing types;
 - 3. accessibility via public and private transportation.
- D.
 - 1. The development of convenient working and shopping areas for the residents of the City.
 - 2. The development of a circulation system which facilitates all modes of transportation and provides for safe, convenient pedestrian, bicycle and vehicular access between and among residential areas, community facilities and employment centers. (Added, Res. 3459)
- E. The provision of optimum public improvements at least possible cost to the taxpayers.
- F. The retention of the natural differences of hills, plain and bay in the development of these regions in accord with the City's adopted Urban Structure Plan. (Amended, Res. 3573)
- G. The creation of a desirable visual image which will give identity to Fremont within the context of the metropolitan Bay Region.
- H. The preservation and enhancement of historic elements to give the future City continuity with the past.
- I. The establishment of an integrated system of open space which will encircle the City and connect its several areas.
- J. The provision for the practical needs of industry and commerce.
- K. The development of an adequate employment and tax base for governmental services.
- L. Provision of the maximum opportunity for choice of all people in all economic levels.

III. CITY-WIDE POLICIES

In order to achieve its goals, the City of Fremont has established objectives, principles and standards. The following act as the base for the General Plan and its component Area Plans and Elements:

A. Living and Working Areas:

1a. Residential Range:

The Fremont General Plan describes residential areas in terms of a series of residential ranges as indicated on the table below:

RESIDENTIAL RANGE TABLE

Density in No. of Dwelling Units per Gross Acre			
Range	Step 1	Step 2	Step 3
1	0.25	0.67	1.00
2	0.50	1.00	1.50
3	1.00	1.50	2.30
4	2.00	2.80	3.50
5	3.00	4.00	5.00
6	4.00	5.00	6.00
7	5.00	6.00	7.00
8	6.50	8.30	10.00
9	11.00	13.00	15.00
10	15.00	16.50	18.00
11	18.00	20.50	23.00
12	23.00	25.00	27.00
13	27.00	31.00	35.00
14	35.00	42.50	50.00
15	50.00	60.00	70.00

A residential range area is an area on the General Plan which carries a density designation which is described in terms of a range of densities. The numbers in the Residential Range Table above refer to the average number of dwelling units per gross acre for each step in the various residential ranges.

ZONING EQUIVALENCY TABLE

Range	Zoning District
1	R-1-160
2	R-1-80
3	R-1-40
4	R-1-20
5	R-1-10
6	R-1-8
7	R-1-6
8	R-1-6, R-2
9	R-G-40
10	R-G-29
11	R-G-24
12	R-G-19
13	R-G-16
14	R-G-12
15	R-G-9

The above Zoning Equivalency Table indicates the zoning district which would equate to each residential range on the General Plan.

Normally, conventional developments are not permitted to occur above Step 1 of a residential range category. When development corresponds to the appropriate zoning district, density shall be deemed to be in conformance.

When the residential range specifies eleven (11) units per acre to less than 35 units per acre (ranges 9-13), development must be within 80% of Step 1 density, except that minor deviations from the minimum 80% density requirement may be made by the Director of Planning where the Director finds that the number of dwelling units which would result would not substantially vary from the required number of units and that the resulting development would achieve a superior design.

When the residential range specifies thirty-five (35) units per acre or greater, development must be within five (5%) percent above or below Step 1, where the Director of Planning finds that the number of dwelling units which would result would not substantially deviate from the number allowed at Step 1 and that the resulting development would achieve a superior design.

1b. Residential

Objectives:

- a. To provide maximum amounts of open space by utilizing clustering of residential buildings in areas with urban character.
- b. To encourage a variety of dwelling types in order to provide a maximum choice of living environment and to include the needs of people in all economic levels.

- c. To locate high density uses proximate to centers of activity, open space amenities and mass transit stops so that:
 - (1) A greater number of people may benefit from the advantages of such locations; and
 - (2) The quality of multi-family and adjacent areas will be enhanced by virtue of their contrast.
- d. To encourage the creation of physical identity for neighborhood units by the proper design of subdivisions, street furnishings and structures.

Principles:

- a. Community and neighborhood units should reflect the distribution and location of senior high and elementary schools throughout the City.
- b. Boundaries of these units should, when possible, recognize the existing or future physical features which create barriers on the land.
- c. A variety of densities should be planned for each neighborhood.
- d. Densities should be governed by considerations of topography, access, street capacity, distance from activity centers and recreation areas, convenience to the central area and relationship to rural uses.
- e. Residential densities in the hills should respond to or reflect steepness of slope, character of natural cover and problems of circulation and access.
- f. High densities should not be used as buffers between railroads, freeways, industrial or commercial areas and low density residential uses. Nor should high densities be used to fill in small problem areas.
- g. Mobile home parks should generally be located on the peripheries of residential areas (as defined by physical features and/or changing land use patterns) to avoid interruption of local public street service and desirable development patterns.

1c. Housing Element Goals, Objectives and Action Program

Goals:

- a. Availability: Expand the housing supply to provide greater opportunities for present and future residents of all income levels.
- b. Affordability: Attempt to make housing affordable to present and future residents by encouraging the initiative of citizens.

- c. Equal Opportunity: Promote equal housing opportunities for all people regardless of their ethnic, racial, religious background, age, sex, marital status or income.
- d. Stability: Promote neighborhood stability and residential environment by encouraging initiative and independent actions.

Objectives:

a. Availability

- (1) To provide for sufficient and adequate sites for housing of all types needed to meet the General Plan objectives and community housing needs.
- (2) To provide for the distribution of housing by type, size and cost to insure that each planning area will provide a wide range of housing opportunities.
- (3) To promote the construction of rental housing to meet the current and projected needs of persons and families requiring rental housing.
- (4) To continuously review the General Plan and recommend changes based on community housing needs.

b. Affordability

- (1) To encourage builders to reduce housing costs by innovative methods.
- (2) To explore all feasible means of providing assistance to families and individuals whose housing needs are not met by the market.
- (3) To seek low interest rate funds for housing from public and private sources, especially for low and moderate income households.
- (4) To explore ways to reduce housing costs by continuously reviewing the City's development regulations and procedures.
- (5) To pursue land banking as a means to aid in the provision of affordable housing for low and moderate income households through the use of Community Development Block Grant funds.

c. Equal Opportunity

- (1) To support activities which help to eliminate housing discrimination and promote cooperative tenant-landlord relations.

- (2) To develop and implement programs which would provide housing counseling service on housing problems.
- (3) To encourage rental housing which will accommodate families with children.
- (4) To encourage builders and remodelers to design units to meet the needs of the elderly and handicapped.

d. Stability

- (1) To develop and implement programs to prevent and remedy housing and neighborhood deterioration and encourage private maintenance and rehabilitation activities.
- (2) To program and construct neighborhood public improvements now lacking or substandard.
- (3) To encourage good functional site planning and variety in housing types and prices.
- (4) To encourage the formation of homeowners associations in order to obtain the neighborhood involvement in promoting neighborhood quality and stability.

Implementation Program

1. Amend the Planned District Policy to permit developers to use amenity charges to write down financial costs on a maximum of 25% of the dwelling units.
2. Amend the General Plan where desirable and practicable to residential and higher density residential uses.
3. Institute formalized plan check procedures using contracted inspectors.
4. Review the Grading Ordinance.
5. Implement an Article 34 referendum for senior citizen low-cost rental housing.
6. Reduce the number of areas where architectural reviews may be applicable.
7. Revise the R-G Ordinance.
8. Encourage the use of manufactured housing.
9. Adopt the single family uniform building code when it becomes available.

10. Create a program to educate the public on housing needs and the necessity for higher densities.
11. Solicit support from other jurisdictions to revise the Environmental Impact Report guidelines and statutes as they may affect housing in urban areas.
12. Seek assistance to provide creative financing using all available methods.
13. Grant density bonuses to developers who develop more than 25% of the units in their development as low/moderate income family housing above any step of the density ranges.
14. Provide for land banking from Community Development Block Grant funds.
15. Encourage the formation of a nonprofit Housing Development Corporation.
16. Develop an inventory of all public-owned surplus lands and encourage their development for affordable housing.
17. Continue the Community Block Grant Housing Conservation Loan Program.
18. Encourage but not mandate the use of earth sheltered homes; solar heating - either passive or active; alternative manners of heating and energy; alternative living space design; and environmental and waterless toilets.

2. Commercial

Objectives:

- a. To maintain in the Central Area unique city-center functions such as professional and administrative functions, high density residential development and any other function and facility which will insure that the Central Area become the focal point of the City.
- b. To preserve and strengthen the centers of existing communities by encouraging the maximum variety and intensity of activities, so that they properly relate to the city and become a meaningful focus to the life of their respective communities.
- c. To provide limited commercial centers (micro and neighborhood) to serve convenience shopping, service and social requirements.
- d. To establish auxilliary commercial centers to serve industry and its employees.
- e. To provide commercial facilities oriented to the motoring public.

Principles:

- a. The Central Area should eventually develop in a concentrated multi-level form rather than an extended one. The most intensive uses should be concentrated within a limited area of high activity, and nonintensive uses should be excluded.
 - (1) Intensive retail commercial uses which require a city-wide or regional market should be located in the core of the Central Area.
 - (2) The Central Area should also include administrative, public and business-serving offices and commercial recreation and entertainment establishments, including theaters, bars, restaurants and nightclubs.
- b. Area-wide functional specialization for community centers should be encouraged, subject to:
 - (1) Compatibility to their sites and environments.
 - (2) Accessibility from the entire city.

- (3) Restraint in the size and/or intensity if the function pre-empts the general function as a community center to a socially harmful degree.
- c. Appropriate uses for areas having community center designations are Community Commercial, medium high density residential and offices.
- d. The policy for the location, size and intensity of neighborhood commercial centers should encourage:
 - (1) Maximum accessibility to the residential area served.
 - (2) Compatibility with their environments.
 - (3) A size and function which will enhance the life of the residential area.
 - (4) Absence of 'nuisance' characteristics.
 - (5) Grouping the above functions together, where feasible.
 - (6) Maintenance of proper scale in the hierarchy of size of the centers of neighborhood, community and core, respectively. No neighborhood commercial center should be located within three-quarters of a mile of a community center or the Core Commercial area. Neighborhood centers should be located on thoroughfares, and may be located on significant collector streets if the intensity of the development will not be inimical to the surrounding residential area.
- e. Commercial industrial clusters in industrial areas should be located on major thoroughfares in closest proximity to the greatest number of workers but not disrupting the industrial pattern. These should maintain the same character as the surrounding industrial area.
- f. Auto-oriented (i.e., thoroughfare) commercial uses should be located at selected freeway interchanges with local thoroughfares which are recognized in the plans of the State Division of Highways. These uses should be limited to one or two quadrants of an interchange and should be located for the most convenient access with the fewest traffic conflicts.

3. Industrial (Amended, Res. 5179)

Objectives:

- a. To attract a broad range of industries to expand and diversify the City's employment and tax base.
- b. To provide sufficient land for industrial uses with optimum accessibility to residential and commercial areas.

- c. To facilitate industrial growth by creating an environment of compatibility and stability.
- d. To expedite industrial and related economic development by providing necessary capital improvements and streamlined development review and approval processes.
- e. To coordinate industrial development with the timely provisions of necessary public services and facilities.
- f. To maximize employment opportunities and strengthen the urban development of Fremont as the city center of Southern Alameda County.
- g. To develop Fremont as a prime location for office activities desiring a regional setting.

Principles:

- a. Designated industrial areas should be reserved for future industrial uses and developed only for industrial and related commercial activities.
- b. Certain nonindustrial uses compatible with and oriented to industrial uses should be allowed in designated industrial areas to broaden the industrial development potential.
- c. Employment opportunities for the City's residents shall be maximized consistent with the maintenance of a livable environment.
- d. The General Plan industrial designations shall be limited in number to provide simplicity and flexibility.
- e. The uses within specific areas of the General Plan designated industrial shall be set forth in the zoning district regulations.
- f. Industrial zoning districts shall be limited in number to provide simplicity and flexibility.
- g. Creative plans to minimize home-to-work vehicular trips should be encouraged by employers and public agencies.
- h. Off-street parking requirements should be determined in relation to employment densities.
- i. Establishment of local improvement districts and issuance of industrial bonds should be encouraged as a means for providing necessary capital improvements.
- j. A simplified project review procedure to assist in expediting the development process and a centralized liaison office providing assistance to industrial developers and coordination with City staff shall be maintained.

- k. Special considerations with respect to access to public transportation, off-street parking facilities and industrial waste disposal shall be given when locating high employment density industries and certain high technology firms.
- l. The Agricultural Zoning District is an appropriate zoning designation for lands reserved for future industrial use.
- m. The Development Reserve Overlay District is an appropriate technique for reserving industrial lands, thereby relieving development pressures on industrial lands for nonindustrial uses.
- n. Industries should be encouraged to present a positive image along street frontages with storage and other industrial activities placed behind structures or otherwise screened from the public view.
- o. Industrial areas may be used for the retail sale of large, heavy materials and equipment, and similar activities not suitable in commercial areas.
- p. Cooperation with employers, labor organizations and educational systems to develop meaningful job training programs shall be maintained.
- q. An environment conducive to maintaining an airport facility within the Fremont area capable of providing quality services to the industrial and commercial community shall be sustained.

Standards: Zoning Classification:

In general, the (G-I) General Industrial District provides for "heavy" industrial uses and the (I-R) Restricted Industrial District for "light" industrial uses. The following criteria serve as a general guideline to classifying uses into these two primary industrial districts:

- a. Processing of raw or primary materials is limited to the G-I District.
- b. Uses which can confine the effects of glare, noise, dust or any other emissions within the premises are suited to the I-R District.
- c. Areas adjacent to the residential districts should be generally limited to I-R and C-G Districts.
- d. Uses which require higher design standards are suited to the I-R District.
- e. The C-G Zoning District should be used at locations which are destined for service uses for both the industrial users and the community at large.

4. Activity Centers

Objectives:

- a. To provide properly located areas for those facilities and functions which people use in common.
- b. To contribute character to and focus for residential, recreational and large institutional type uses.
- c. To provide functional and visual variety in the City.
- d. To encourage joint use of parking, delivery and similar facilities.

Principles:

- a. Activity center uses may consist of any recreational, educational, institutional, commercial, public and quasi-public uses of appropriate scale which are compatible with the particular uses surrounding the center.
- b. Trails (pedestrian or other) should connect the center to the major trail system and/or to the center's residential environs.
- c. An activity center should contain a central focus feature, such as a square, around which facilities will cluster.
- d. A distinctive design theme, appropriate to the geographical setting and the function of the center, shall be encouraged.
- e. Automotive traffic, except mass transit, should be eliminated within activity centers, wherever possible.

B. Institutions, Including Public Facilities and Other Primary Activities

1. General

Objectives:

- a. To enable the people of Fremont to receive the most public service at the least cost.
- b. To match the pace of private investment with the necessary public investment, so that the public facilities are available when and where needed.
- c. To insure that the design and development of public facilities will be an inspiration of a high standard of private development.
- d. To group public and quasi-public facilities insofar as possible in activity centers.

Principles:

- a. School sites, public and quasi-public uses, institutional and commercial uses should be clustered together in activity centers, wherever feasible. Secondary school facilities should be located at the periphery of the activity center to avoid too close a juxtaposition of schools to shopping centers.
- b. All public and semi-public facilities and activity centers should be of a scale compatible with the surrounding uses, should be harmoniously sited with regard for visual appearance and for the amenity of nearby surroundings.
- c. All public and semi-public buildings of a community or regional nature should have access to at least secondary thoroughfares (four lanes).
- d. The public health center or clinic should be established as close as possible to mass transportation.
- e. All public facilities should be located as close as possible to the center of their service area.

2. Schools

Objectives:

- a. To provide for convenient and safe student access to school sites.
- b. To increase opportunities for more varied educational and social exposure for the students.
- c. To promote greater efficiency and economy in school plant organization and administration.
- d. To encourage maximum use of public school facilities and the integration of the area's educational program with all other aspects of community life in order that school facilities become a cultural and social activity center for all age groups within the City.

Principles:

- a. School design and location should be compatible with the character, density and topography of the area in which it is located.
- b. School sites should be located adjacent or proximate to other facilities which residents of the community use in common, thereby becoming part of an activity center system composed of public, quasi-public, recreational and commercial uses. Desired separation and definition of land uses within an activity center can be achieved through orientation of site and structures as well as distance.

- c. Wherever possible, school sites should be served by and integrated with pedestrian and cycling pathway systems, with no peripheral fencing.
- d. Educational parks, combining administration and specialized facilities, should be encouraged whenever such a complex would not violate standards for accessibility and convenience.
- e. School sites should be located at or near the population center of a service area based on the ultimate holding capacity of the area.
- f. Elementary schools are to be located wherever possible on collector streets and not on thoroughfares. Where it is impractical to provide service areas uncrossed by arterials, pedestrian overpasses should be provided so that no small child has to cross potentially hazardous streets to get to school.
- g. Intermediate and high schools should be located on thoroughfares or parkways.

Standards:

The following table shows enrollment ranges by site areas and maximum walking distance standards as currently adopted by the Fremont Unified School District Board of Education:

Type of School	Grade	Enroll.	Site Area (Acres)	Max. Walking Distance
Elementary	K-6	750-1,100	10-20	1 mile
Junior High	7-8	900-1,300	20	1 mile
High School	9-12	1,750-2,500	45	2 miles

3. Fire Stations

Objectives:

- a. To provide adequate fire protection to all areas of Fremont at the most economical cost to the citizens.

Principles:

- a. Fire stations should be located as near as possible to the high value districts, without having the egress impeded by the traffic generated in such districts.
- b. Fire stations should be located close to one or more thoroughfares. A site at an intersection permits responses in more than two directions, but the layout must be carefully studied to see that engine egress is not impeded by the normal traffic pattern at the intersection.

- c. Fire stations should not be located on a hillside or at the bottom of a hill where many responses must be made up grade. Sites serving hillside development are better located at the highest elevation.
- d. The immediate vicinity should be free from land uses which would make it difficult or dangerous to respond quickly.
- e. Fire stations should not be located near residential or other uses to which noise, particularly at night, is a harmful or devaluating element.
- f. Station sites should be well landscaped, including buffers around parking and active areas.

C. Recreation, Open Space and Historical Resources Objectives: (Amended, Res. 4041, 5227)

- 1. To provide parks, recreation and leisure resources for balanced living in an urban setting and to provide improved quality of life for residence.
- 2. To provide for a broad and comprehensive public and private recreation system meeting the needs of all income and age groups within the population.
- 3. To provide for the preservation of open spaces, and to encourage the advantageous use of existing natural features and historical resources, open spaces and structural facilities, as a part of the recreation program.
- 4. To foster the preservation or enhancement of recreation areas as significant elements of the landscape.
- 5. To take all advantage possible of existing and future federal and state funds and programs for acquisition and development of park lands.
- 6. To establish an identifiable perimeter for the City of Fremont.

Principles:

- 1. Planning for parks and recreation facilities should be based upon evaluations of existing public facilities and upon determinations of present and future needs.
- 2. Public facilities should not attempt to satisfy the needs of citizen groups adequately served by private facilities.
- 3. Parks and recreation facilities should be on land dedicated and held inviolate in perpetuity, protected by law against diversion to nonpublic purposes and against invasion by inappropriate uses. Exchanges providing better utilization of land with equal or increased area, improved resources and facilities, and located for better accessibility for public use is encouraged when appropriate.

4. Parks and recreation facilities should be properly distributed throughout the entire City as related parts of a unified well-balanced system; and each site should be, when desirable, centrally located to its service area.
5. Park and recreation facilities should be developed in a manner providing unimpeded visual and physical access.
6. The size and design of activity areas and facilities should be regarded as flexible, so as to be adaptable to changes in the population served and in the recreation program offered to meet changing needs.
7. The planning, acquisition, development and administration of recreation facilities should reflect the fullest possible cooperation with other public agencies to the end that the citizen receives the maximum from his tax dollar.
8. Neighborhood and community parks should be located so as to serve the leisure needs of the area and to stimulate social interaction within such areas.
9. Historic parks should be located on sites possessing both inherent historical interest and special landscape value. Historic facilities should be preserved through various means available to the community. Incentive programs should be utilized to encourage private owners or developers to preserve hisotric resources.
10. City-wide parks should provide major and special use recreation facilities not usually duplicated in other parks.
11. Central Park shall include community park facilities for nearby residents.
12. Because the opportunity to acquire land for parks may only be available at the time of subdivision, priority should be given to land acquisition to achieve adherence to the standards stated below.
13. Funding priorities should emphasize development of community parks in order to serve the largest number of residents and to provide the greatest variety of park and recreational facilities to the immediate neighborhood and to the larger community.
14. The development of park and recreation facillities should be considered during the annual budget process and be staged in order to provide a balance of service for the entire community.
15. The development of large projects such as golf courses, etc., may be given special consideration as required.
16. Zoning and other implementary tools should be used whenever possible to reduce the need for the expenditure of public funds.

17. Special attention should be given future freeway and transit systems planned to traverse the City to the end that they are as harmonious as possible with existing and proposed leisure resources and the objectives stated above.

Standards:

1. Neighborhood Parks

Service Radius: 1/2 to 3/4 mile
Area: 2 acres per 1,000 dwelling units
Size: 5 to 7 acres

2. Community Parks

Service Radius: 1 to 1-1/2 miles
Area: 3.5 acres per 1,000 dwelling units
Size: 12 to 25 acres

3. City-wide Parks

Service Radius: Entire City
Area: 18 acres per 1,000 dwelling units

4. Regional Parks

Service Radius: Within 30 minutes driving time
Area: 35 acres per 1,000 dwelling units

5. Scenic Resources

Scenic resources which enhance the total leisure resources system shall be retained as development of the City occurs by establishment of land use relationships and circulation patterns which recognize, honor and retain such scenic resources.

D. Community Design and Appearance

Objectives:

1. To protect and enhance the special features of Fremont's natural environment, including the City's hills with their creeks, canyons and wooded areas and the level plain along the bay with its creeks, flood plains and tide lands.
2. To create variety and diversity in Fremont's environment to avoid the monotony of endless one-family dwellings on nearly identical lots.
3. To preserve and develop a character and identity for the City which will separate it from and positively distinguish it from other rapidly growing cities.

4. To create a visually strong Central District to provide a focus for the City.
5. To achieve as high a standard aesthetically as is economically feasible for both public and private developments.
6. To protect the City's historical heritage.
7. To eliminate negative elements in the urban environment.
8. To preserve and develop a character and identity for each residential district (Mission San Jose, Warm Springs, Niles, etc.) from proposals emanating from residents of each district.

Principals:

1. Scenic resources should be retained as irreplaceable values of the City through land use relationships and circulation patterns which respect such resources.
2. Development in the hills should not cause excessive grading and scarring.
3. Mature trees should be preserved throughout the City and appropriate trees should be planted on both public and private lands.
4. In the hill areas, development should take place in a manner which would provide maximum preservation of natural vegetation.
5. Hill area developments should be served by loop streets connecting to thoroughfares that are inconspicuously located beyond the first ridge of hills.
6. Difficult and visually important areas such as ridge lines should be advance-planned in more detail than normal.
7. Developments should utilize variety of dwelling types, site designs and densities.
8. Fremont should coordinate with other jurisdictions in acquiring open space lands in the vicinity of common boundaries.
9. Developments or uses with the visual appearance of openness should be encouraged near City boundaries to create a band which will separate Fremont from other urban areas.
10. Distinctive tree planting should be used to give strong delineation to major thoroughfares, railroads, freeways, trail systems, gateway areas and peripheral open areas.
11. A visually dominant central district should be created through erection of multistoried buildings and through an emphasis on heavy planting along converging thoroughfares.

12. The concepts (excluding all dimensions) of the Community Design Element report and the Community Design Manual should be used as the principal guides in evaluating planned unit developments and planned districts and in reconstructing municipal code sections relating to public and private improvements.
13. The City's historical heritage should be preserved through the sensitive redesigning of the older community centers and through the protection and reconstruction of historical landmarks.
14. The physical appearance of the City should be improved through the elimination of negative elements, such as nonconforming signs and electrical and communication lines.
15. Sites which are inherently negative in appearance, such as auto salvage yards, should be pleasantly screened.
16. Significant design elements such as size, siting, color and roof shapes should complement the design style of the early history and culture of districts and should be used to help establish a distinctive character, design continuity and identity for each district.
17. Selected entrances and other appropriate areas into the City should be elaborately and strongly treated with suitable landscape elements and other appropriate appurtenances to evidence community pride, establish an entry or gateway feature to the City and to contribute to community identity. The landscape design theme for such gateway features should emphasize clusters of trees possessing strong vertical lines, arranged in a circle to create a strong columnar or portal effect in an area of one-half to two acres. Implementation of these gateway features should be accomplished by one of the following means:
 - (a) Improvement of land as an entry feature by the developer, with the land being integrated into the open space system within the development and owned by a homeowners association;
 - (b) Dedication of land by a developer with improvements and maintenance being provided by the City; or
 - (c) Purchase and development of the land by the City. (Amended 9/12/72 by City Council Resolution 3104)

E. Transportation and Circulation

Objectives:

1. To build an integrated transportation system, employing the optimum modes for each function at a minimum public and private cost with maximum public convenience.
2. To locate freeways for regional traffic and movement within the City boundary.

3. To provide a thoroughfare system which will feed traffic from the freeway network to the collector streets, maintaining the existing policy of limited access and right-of-way standards.
4. To provide direct access to property by a network of collector streets, minor streets and trails. Street design should be as unobtrusive as possible, to serve, rather than be the dominant feature of the area. (Amended, Res. 3459)
- 4a. To provide an extensive system of pedestrian, bicycle and equestrian trails to serve as alternatives to motor vehicle transportation for neighborhood and intra-community circulation. (Added, Res. 3459)
5. To encourage patronage and development of public transit so that congestion may be relieved and public and private expenditures for transport may be minimized.
6. To connect the diverse areas and elements the City by means of a parkway.
7. To protect the public investment in streets and the public safety by restricting types and designs of adjacent land uses in critical areas.
8. To use the public rights-of-way and the design of streets and street furniture to enhance the appearance of the City and to unify and identify various elements.

Principles:

1. Freeway systems should divert through traffic from the city streets.
2. Freeways and thoroughfares should delineate, not penetrate, community areas. Where penetration is unavoidable, pedestrian over- or under-crossings must be provided.
3. Transportation facilities should be designed to be aesthetically pleasing.
4. Major streets should be patterned on a mile grid except where topography, existing patterns or proven need dictate otherwise.
5. Major streets should be located 500 feet to 1,000 feet from railroad lines in industrial areas, and either adjacent to the railroad or at a distance equal to the width of a neighborhood in residential areas.
6. Automotive traffic, except mass transit, should be eliminated within activity centers wherever possible.
7. The number of vehicular access points from major and secondary thoroughfares should be limited to provide for the most efficient traffic flow and maximum traffic safety.
8. Trails should be planned and developed to provide improved accessibility and safety for pedestrians, bicyclists and equestrians. (Amended, Res. 3459)

- a. Trails should connect residential areas with schools and other neighborhood and community facilities.
 - b. Vehicular, pedestrian, bicycle and equestrian traffic should be separated from each other to the greatest possible extent.
 - c. Trails should be designed to be open to view from nearby residences and streets to the greatest possible extent.
9. Paseo Padre Parkway should be a unifying element which will tie the districts of the City together and will give glimpses of the immense variety of landscape and development that Fremont will have.
 10. In building streets in the hill areas, avoidance of scarring should be the primary concern.

F. Conservation Element Purpose, Goals, Objectives and Principles

Purpose:

Fremont is a city that presents a variety of environmental conditions - varied topography, bay lands, seismic activity, water and mineral resources, plant and animal life. While planning efforts in the past have recognized many of these conditions, the lack of an environmental data base has often hindered an in-depth analysis of prospective development.

The purpose of the Conservation Element is to build into the General Plan those vital considerations of the environment which have not been given due consideration since its inception.

Goals:

1. Modifications of the current state of the environment shall require careful justification.
2. Irrevocable allocation of limited environmental resources shall be carefully regulated in the interest of future generations.
3. The City shall use environmental resources not only in its own interests, but shall also cooperate with and assist in meeting the needs of regional, state and national constituencies in their efforts to achieve certain environmental qualities.

Objectives:

1. The City of Fremont should seek to fully understand the conditions of its environment through research, study and exploration, and should not take major actions affecting the quality of the environment without such understanding.
2. Major physical attributes of the City should be preserved in the interest of providing a varied and stimulating urban environment.

3. Where environmental constraints clearly prohibit development or render it only marginally feasible, alternative uses for lands should be determined.
4. Natural resources of a rare or unique character should be protected from intrusion of incompatible uses in the interests of preserving them for present and future use.
5. Both direct and indirect benefits and costs of natural resource uses should be considered prior to such use; this evaluation should be comprehensive and systematic, should consider alternative uses and should follow a well-defined format (e.g., benefit-cost study).
6. Justification for natural resource exploitation should not be based solely on the needs of the moment, but should consider resource needs for at least 25 years into the future.
7. If permanent use of natural resource areas for development purposes cannot be clearly justified, these areas should be set aside for disposition in the future, if and when it is justified.
8. Prior to decisions permanently affecting major natural resources, the City should determine the effects of these decisions on the larger regional community which may also have an interest in the use of such resources.
9. The City should continue efforts at educating the public about the character and needs of the environment; these efforts can be both formal ones (e.g., through the public school system) and informal (e.g., through public recreation programs).
10. Specific efforts should be made to protect and preserve the following resources:
 - a. Highly productive agricultural areas;
 - b. Air sheds and watersheds, in their natural functioning states;
 - c. Significant, rare or endangered plant and animal species and habitats;
 - d. The intrinsic variety and complexity of local ecological systems;
 - e. Scenic or vista resources, including scenic drives;
 - f. Bayshore lands and wildlife habitat associated with the Bay;
 - g. Woodlands, marshes and streams in their natural state.
11. The City should make every reasonable effort to determine how the people who live within its boundaries feel about their environment and consider these feelings in environmental planning.

Conservation Principles (Implementation Program)

1. The information contained in this Element and related information obtained in the future should be used as a basic data source in evaluating future City plans and development proposals, particularly through the Environmental Impact Review process.
2. The Open Space Element should use open space as a means of dealing with environmental constraints. The City should investigate and develop programs for open space implementation such as acquisition, land-banking, zoning, easements and specific area planning that are based on, among other things, the Conservation Element's environmental constraints.
3. The City should participate in the programs and efforts of area-wide agencies, including ABAG, BCDC, East Bay Regional Park District and Alameda County, to protect and foster wise use of natural resources in the area; such participation should also be extended to state and federal agencies seeking similar ends.
4. Filling of Bay waters, marshes and mudflats (or any other activities which tend to reduce tidal flushing and circulation) shall be expressly prohibited, except for minimal filling for open space and recreational uses; the policies of BCDC shall be strictly followed by the City.

Geologic Principles:

1. The City should, at the first opportunity, sponsor a complete, detailed geologic study of its territory.
2. Land use activity involving modification of the land surface should be strictly regulated and in questionable cases prohibited until a geologic study provides guidelines for land use.
3. Any changes in the existing natural system of balances in the hills should be allowed only within the framework of environmental constraints. These "changes" could include grading, removal of plant cover, introduction of large amounts of water, overgrazing and exposure of open soil or rock.
4. Any development proposals for the hills should be required to submit a comprehensive on-site geologic study evaluating the short and long-term effects of the proposal upon the geologic structure and stability of the hills.

Soil and Land Capability Principles:

1. Soils information should be used in evaluating future City plans and development proposals.
2. Land Conservation contracts pursuant to the California Land Conservation Act of 1965 (Williamson Act), although short range, shall be encouraged as a means of preserving the City's prime agricultural areas as open space for food and fiber production.

3. Where practical, Class I and Class II soils should be set aside, either through agricultural preserve, open space designation, or as a City-managed land bank, for the production of agricultural crops.
4. Most Class VIII lands should be restricted from intensive urban-type development, due to the large array of problems and constraints inherent in them. They should be placed in an open space classification or used as pastureland or recreational land.
5. Other lands, including Class III, IV, VI and VII (no Class V lands have been designated in the City) soils, can generally be used for normal urban development, provided that suitable precautions are taken against the hazards (slope, erosion, soil creep, structural damage from shrink swell) presented by specific soil types within the categories. Development proposals must be accompanied by specific solutions to any hazards involved.
6. Septic tanks will be permitted where public sewers are not available and the extension of public sewers is economically infeasible and septic tanks are, in the opinion of the Alameda County Health Department, permissible.
7. The City should require a geologic/soils investigation for each major development proposal, to be carried out by a qualified consultant. Minor development proposals may be required to provide a geologic/soils investigation. The depth of such investigation shall be as determined by the Seismic Element.

Slope:

1. Areas with slopes of 15% or less may be developed in accordance with the existing regulations and procedures of the City.
2. Low-density development and small clusters of development on large sites can be permitted in areas with slopes of 16% to 29%, where such development will not create a public hazard or destroy the natural environment. Special design and development review standards and procedures should be developed and applied to proposals for such hillside areas.
3. As a general rule, urban development should be prohibited on slopes of 30% or greater.
4. Special planning procedures, such as target planning, and performance standards involving the siting and appearance of development on slopes in excess of 15% should be developed and used prior to actual building on hill areas.

Seismic Hazard Principles:

1. The City should, in the very near future, prepare a Seismic/Safety Element with the help of qualified consultants.

2. Where generalized soils or geologic surveys indicate evidence of geological hazards on a given parcel, development should not occur there unless it is clearly demonstrated that seismic activity will not cause adverse affects.
3. Until faults and traces within the City are thoroughly documented, buildings for human habitation or use should not be permitted in a corridor 50 feet on either side of a documented fault or trace, or 75 feet on either side of an inferred or suspected fault or trace without the benefit of a soil and geologic survey.
4. Where there is reasonable evidence of other seismic hazards, such as landslides, development should not be permitted until the area is thoroughly studied and it is concluded that no seismic hazard to human life will exist.

Groundwater Principles:

1. The City of Fremont and the Alameda County Water District should establish a joint, permanent Planning Coordinating Committee to consider issues of long-range significance in the conservation of, demand for and supply of water as it relates to the planning program of the City.
2. The City should support the efforts of the District to reclaim the Niles Cone groundwater basin.
3. The impact of maintaining a bayward gradient in the Niles Cone upon the groundwater levels in low elevation portions of the City should be determined at the earliest opportunity. If these areas will be rendered undevelopable by rising water levels, they should be redesignated on the General Plan from an urban to a nonurban land use.

Surface Water:

1. The City of Fremont and the Alameda County Flood Control and Water Conservation District should establish a joint, permanent Planning Coordinating Committee to serve as the principal vehicle for discussion and resolution of long-range matters of common interest and to gain a better understanding of the relationships between urban development and surface water conditions.
2. The effects of hill area development on system overloading and water erosion must be completely studied prior to any development in the hills. The utility of natural watercourses as unimproved drainage facilities must be considered and efforts made to preserve streams in their present state for drainage, recreational and aesthetic purposes.
3. Natural science centers and "land for learning" programs should be staffed by personnel qualified in the natural science field.

Ecological Resource Principles:

1. An environmental data bank must be established that can be kept up to date concerning information on plant and animal life, as well as other environmental concerns. The information can then be used in the Environmental Impact Review process.
2. The City should promote a "land for learning" program in cooperation with local educational agencies.
3. The City should hire a park-ranger naturalist to aid in interpreting environmental data and to insure that a well-rounded natural science program is maintained.
4. Additional sites for natural science centers should be investigated to ensure that natural science training can be conducted about as many different habitats as possible.
5. The City should support and assist federal efforts to improve the South San Francisco Bay Wildlife Refuge.

Mineral Resource Principles:

1. The City should continue to gather information about the extent and value of its mineral resources, especially in reference to those for which regional or local demand may increase markedly in the next few years.
2. Local salt production should be encouraged, in view of the importance of that industry in the City, region and state. However, when salt production ceases in an area, salt marsh, rather than urban areas, should take its place.
3. The City should explore the alternatives of reserving potential mineral extraction sites or permitting their development into other types of urban uses.

Climate and Weather Principles:

1. Homes should be insulated to conserve energy used in heating and air conditioning.
2. Development patterns, site plans and building designs should take account of wind direction and speed, especially where ridgetop development will be exposed to the most severe winds.
3. Because foliage has a marked effect on reducing wind, lessening temperature extremes and reducing solar evaporation, stands of trees should be planted to serve as windbreaks and shelters.

Air Quality Principles:

1. The City should continue to support the effort of local, regional, state and federal agencies to combat air pollution problems and should work actively with the Bay Area Air Pollution Control District in evaluating the effect of land use decisions on air quality.
2. Because of the direct correlation of the numbers of motor vehicles and air pollution (oxidant, carbon monoxide and nitrogen dioxide in particular), the City should begin considering ways of reducing dependence on private motor vehicles for transportation by its inhabitants, including:
 - a. Development of alternative local transportation systems, such as bicycle and bus facilities;
 - b. Reduction in the emphasis on broad, multi-laned thoroughfares and streets and drive-in enterprises which encourage private auto and truck travel and present hostile environments for bicycle or pedestrian travel;
 - c. Development of the City on a more vertical, rather than a totally horizontal scale, to lessen the distances between activities and reduce the need for private transportation.
3. The City should provide for the reservation of large open space lands within the local air basin to reduce the generation of pollutants and contribute to the cleansing of the air through normal photosynthesis.
4. The City should continue to support attempts to establish sound regional transit facilities, such as BART, which will provide alternatives to intercity auto transportation.

Waste Disposal Principles

1. Sewage. The City should carefully coordinate development approvals with the capacity of sewage treatment facilities and should continue to support the development of a regional advanced waste treatment system.
2. Solid waste. The City should determine the availability of suitable land fill sites well in advance of the completion of the Durham Road fill and should participate in and implement the County solid waste disposal plan.

G. Open Space Element

Goals for Open Space:

1. The retention of the natural differences of hills, flatland and bay in the development of these regions.
2. The creation of a desirable visual image which would give identity to Fremont within the context of the Metropolitan Bay Region.

3. The preservation and enhancement of historic elements to give the future City continuity with the past.
4. The establishment of an integrated system of open space which will encircle the City and connect its several areas.
5. The establishment of an open space system which will provide for the preservation of natural resources, for the managed production of resources, for recreation and for the protection of public health and safety.

Objectives:

1. To constantly seek and use a wide range of methods to implement open space programs.
2. To preserve areas of prime agricultural land.
3. To consider the accumulative impact of development on open space air sheds and water sheds in order to maintain and improve the quality of the air and water.
4. To preserve selected areas of flora and fauna for their ecologic, biotic, research and educational values.
5. To utilize open space as a means of dealing with unstable soil areas such as slide areas, active earthquake fault zones and slopes too steep for urban development.
6. To preserve the natural physical features of the City in open space that give a visual structure to the City such as: the natural profile of the hill mass, the westerly faces of the hills readily visible from the flatlands, significant canyon areas and the bay lands.
7. To identify and maintain wide vistas and view corridors which establish the relationship of the hills to the urbanized areas.
8. To connect the open space of the hill areas to the open space of the bay land.
9. To preserve sufficient open space areas to meet the recreational needs of the community in order to accommodate a wide range of public and private outdoor activities in urban areas as well as natural areas.
10. To consider the needs of all income and ethnic groups in developing an open space plan.
11. To consider uses for open space other than those specifically required by state law.
12. To use open space planning as a means of preserving historic resources.

13. To recognize the environment constraints of the Conservation Element in open space planning.
14. To recognize the importance that open space plays in an individual's life.

Implementation Program

1. The City shall seek the preservation of open space by a combination of public regulations, public investments and public/private cooperative action.
2. The City's open space program shall involve cooperation with regional and local districts and neighboring cities.
3. The City shall support the East Bay Regional Parks District and other regional groups and agencies in their efforts to preserve regional open space in Fremont and cooperate with them in the implementation.
4. The City shall establish a five-year open space acquisition program to be implemented over the next five years subject to yearly review as revenue sources change. Determination of priorities and changes in priorities shall be accomplished with public input.
5. Areas determined to be of regional or City-wide significance for public use, which have not been acquired by other public agencies, shall be considered for acquisition by the City.
6. The Open Space Zoning District text shall be adopted.
7. Steps should be immediately undertaken to determine the cost and feasibility of obtaining scenic easements or other such rights to those visually significant portions of the hill areas.
8. The area of the Northern Plain designed "open space subject to further study" shall remain in conventional Agricultural (A) zoning until more information is available on soil capability and other geological factors. Sources of this information shall include: The Seismic Safety Element, the detailed Soil Conservation Service Soil Survey of the flatlands and any other special studies. Considering the input of the Conservation Element, the Open Space Element and the Housing Element, the City should attempt to determine the relative value of the use of the Northern Plain for agriculture versus its use for housing. This should be viewed from local, regional and state-wide concerns. A target plan for the Northern Plain shall be prepared concurrent with this study. An interim report for the combined study shall be presented to the City Council on or before June 30, 1974, and the final report of the combined study shall be ready for a public hearing before the Planning Commission on or before December 31, 1974. In the interim, those lands designated "open space subject to further study" shall remain in Agricultural Flood Plain (A-F) zoning.

9. Presently adopted standards for park dedication and park size and location shall be reviewed and updated by the Planning Commission and Recreation Commission in the light of the consideration of this Element and the input of other appropriate public bodies and the general public.
10. Further identification and preservation of important ecological areas within the City, especially in the hill areas, should be undertaken immediately.
11. Public access to important wildlife habitats should be provided where it will not damage such wildlife habitats.
12. Until the need for the Shoreline Freeway is fully documented and its effect upon the environment, especially the wildlife refuge and Coyote Hills, fully understood, it shall be eliminated from the Fremont General Plan.
13. Stream beds and creek corridors not within the Open Space Zone shall be regulated as if they were included in the zone. A clause shall be added to the problem use section of the Zoning Ordinance, to allow structures within 200 feet of a stream only with a use permit.
14. Some areas containing scattered pockets of slopes of 30% or greater may not all be included within the Open Space Zone.

H. Scenic Highway and Route Element (Added, Res. 3588)

Scenic Routes:

Freeways

Interstate Route 680
Nimitz Freeway - Route 17
Dumbarton Freeway - Route 84 (proposed)

Thoroughfares

Paseo Padre Parkway
Mission Boulevard
Fremont Boulevard - Warm Springs Boulevard
Washington Boulevard
Mowry Avenue
Stevenson Boulevard

Hill Routes

Niles Canyon Road
Morrison Canyon Road
Vargas Road
Mill Creek Road

Objectives:

1. The preservation and development of a character and identity for the City which will separate it from and positively distinguish it from other rapidly growing cities through the strong delineation of major thoroughfares, railroads, freeways, trails systems, gateway areas and peripheral open areas by distinctive tree planting.
2. The adoption of a positive program which will guide development along the City's scenic routes in a manner which will maintain and enhance the "view from the road" as well as the "view of the road" from surrounding areas.

Principles:

1. To coordinate City programs for scenic routes with the programs of the State and County and neighboring cities.
2. To maintain liaison with and to provide input to the Department of Transportation's Landscape Program for freeways passing through the City.
3. To coordinate the programs resulting from the City's Scenic Highway and Route Element with the programs of the City's Noise, Conservation, Open Space, Circulation and other Elements of the General Plan.
4. To continue to work toward the adoption of a City Landscaping Plan especially as this program would relate to the scenic routes.
5. To design the City's public works in a manner that will enhance scenic vistas and routes.
6. To evaluate private development proposals on the basis of their enhancement and reenforcement of vistas along the City's scenic routes.
7. To consider other routes for possible inclusion in Scenic Highway and Route Element at some future date.

Action Program:

1. Investigate the feasibility and desirability of a zoning text amendment creating a Scenic Route Overlay District. This investigation would include evaluating other communities' experiences; existing zoning along the scenic routes; possible height, setback and coverage regulations; and soliciting input from interest local groups.
2. Request "Official State Scenic Highway" designation for Route I-680.
3. Request that Route 84 (Niles Canyon Road) be added to the State's list of routes eligible for designation as an "Official State Scenic Highway".
4. Request that the State conduct a "corridor survey" and "highway facility" study of Route I-680 and Niles Canyon Road.

5. Place an item on the work program of the Department of Community Development which would analyze in detail the scenic resources and potentials along each scenic route in a manner similar to the detailed analysis already completed for the Nimitz Freeway.
6. Study ways to better identify the scenic route designation between Niles Canyon and Coyote Hills which would make the Alameda Creek corridor more available and evident as a continuous scenic feature of the City.
7. Submit to the Department of Transportation Landscape Architect a planting and phasing program for Routes 17 and I-680.
8. Prepare specific plans for the industrial areas adjacent to the Nimitz Freeway using a frontage road wherever feasible.
9. Coordinate on-going staff work on proposed trail revisions to the Circulation Element with the detailed scenic route analysis.
10. Investigate the construction of a rest stop and information center, located along the Nimitz Freeway in the Industrial Area, to serve the convenience of the traveling public and for promotional purposes.
11. Incorporate the scenic route objectives and principles in target plan designs - especially Phase III of the Northern Plain Target Plan.
12. Prepare route analyses for the BART line, trails system and for possible future Route 238 in subsequent revisions to the Scenic Element.

I. Seismic Safety and Safety Elements

City-wide Goal:

To provide for the continuing development of a safe community based on adequate information about geologic conditions and potential hazards in the physical environment.

Objectives:

1. To reduce the risks of loss of life, human injury, economic loss and disruption of the community resulting from earthquakes, floods, major fires or other major disasters.
2. To assure the continued functioning of essential public facilities and services during and after a disaster.
3. To assure that future development in the City is located and designed to minimize the damages and hazards caused by disasters.
4. To create public understanding of physical hazards and to inform the public of actions that families, business organizations, and others may take to reduce risks and losses in the event of a natural disaster.

5. To provide for safe emergency facilities in proportion to possible needs and to identify and maintain safe access and evacuation routes in the event of a damaging earthquake and other major disaster.

Principles:

1. The Seismic Safety and Safety Elements of the General Plan provide general information about possible physical hazards which should be used as a guide to safe development and reduction of potential risks.
2. Ground rupture along a fault trace and landsliding are two of the most serious physical threats to life and property which may accompany an earthquake. These hazards can be avoided by proper siting and grading, based on studies of the development site, and by removing any buildings which are hazardous to life because of their location on fault traces or in the path of landslides.
3. Massive inundation caused by a dam failure is a third major physical hazard which can threaten the Fremont area. Much of the inhabited area of the City would be inundated by waters released by a dam failure. Because of the low probability of such an occurrence, however, evacuation in the event of a dam failure, rather than permanent removal of existing uses, is the most realistic means of reducing this risk.
4. Hazards related to ground shaking and soil liquefaction can be mitigated through adequate site analysis, proper siting, building design and construction, and through remedial measures to reinforce or eliminate weak or hazardous building components.
5. Continued availability of essential utilities and services is one of the most important factors for minimizing economic and social disruption following an earthquake or other major disaster.
6. Adequate precautions should be taken to insure that utility systems and service facilities do not create additional hazards as a result of a disaster. Such hazards could include:
 - a. Fires resulting from broken electric connections and ruptured gas lines.
 - b. Loss of water pressure needed for fire fighting.
 - c. Contamination of the water supply by leakage from broken sewers.
 - d. Structural and equipment damage at the hospital.
7. A given level of fire protection is provided to protect citizens and their property. Those properties or processes which constitute a potentially higher risk or demand upon the fire protection system should be required to provide supplemental mitigating measures.

8. The public should be able to obtain adequate information to enable them to protect their lives and property from physical hazards and to take appropriate actions to reduce risks within the home, business or other place of work.

Actions:

The following actions are listed in order of priority for accomplishment.

1. Land Development Actions:

<u>Priority</u>	<u>Action</u>
A	Amend the Fremont Municipal Code to require geologic studies for land development or building construction in areas of potential geologic hazard shown on the Geologic Hazards Map, according to the criteria included in the Seismic Safety Element of the General Plan.

2. Building Safety Recommendations:

<u>Priority</u>	<u>Action</u>
A	Adopt revised editions of the Uniform Building Code as rapidly as possible following their publication.
B	Prepare and adopt an ordinance giving the Chief Building Official the power to require a seismic analysis and geologic report to determine if a building is a life hazard in an earthquake, and giving him the authority to declare such building to be an unsafe building and therefore subject to abatement under the Uniform Building Code (Sec. 203).
C	Initiate a program to enforce the hazardous building appendages section of the 1973 Uniform Building Code.
C	Conduct a structural and access evaluation of all buildings of the following types: Public buildings (except permanent public school buildings) High occupancy buildings (except hospitals) Buildings constructed prior to 1940, other than single-family residences and accessory buildings.
C	Prepare and adopt an ordinance specifying standards for the design and installation of equipment and furnishings for emergency service structures, to avoid interruption of vital services and functions and to reduce hazards to building occupants.

3. Utility Systems:

<u>Priority</u>	<u>Action</u>
A	Request that utilities evaluate the ability of present installations to withstand physical hazards and report to the City on findings, corrective measures needed and a timetable for carrying out any necessary modifications.
A	Establish a seismic safety review committee made up of representatives of utilities and pipeline systems to establish standards for utility construction across fault traces and areas of unstable ground and to review designs for new or modified facilities proposed for such locations.
A	Where necessary, obtain a duplicate set of utility records and any data needed for the continuing operation and repair of vital utility services in the event of a disaster. These records would be retained in the Emergency Operations Center and updated regularly.

4. Emergency Response Plan Program:

<u>Priority</u>	<u>Action</u>
A	Continue to upgrade the City's Emergency Response Plan and improve the City's ability to respond to a disaster with adequately trained and equipped personnel.
A	Evaluate the ability of all components of the emergency communications system to withstand earthquake shaking and ground rupture.
B	Study the feasibility of developing a volunteer disaster response program.
B	Continue to work with the Fremont Unified School District and others to establish temporary assembly facilities for persons displaced by disasters.
B	Schedule regular earthquake disaster drills, to test the emergency service plan and train personnel in its use.
C	Work with the Red Cross to prepare a family reunification program to be used in the event of a disaster.

5. Public Information and Safety Actions

Priority

Action

- B Obtain and distribute information materials that:
- Provide information about seismic hazards.
- Describe ways to avoid or minimize damage.
- Describe ways to avoid injury and reduce damage during and after an earthquake.

6. Updating and Expanding Geo-Seismic and Safety Hazards Information

Priority

Action

- A Establish a file available to the public and other agencies for all pertinent geo-seismic information acquired by the City. A duplicate file should be placed in the Main Library.
- B Establish a reporting system for all geo-seismic information based on seismic events, field observation or other sources, and incorporate this information in the City's Information/Data System. Include:
- . earthquake shaking damage
 - . ground subsidence
 - . liquefaction
 - . landslides
 - . fault creep
 - . seiches
 - . other related factors

7. Fire Hazards Reduction

Priority

Action

- A Continue to require as part of the site plan and architectural review process that all new developments provide adequate access and clearances for fire equipment and fire suppression personnel.
- A Develop and implement a community fire protection system whose goals are: To prevent and/or limit life and property loss due to fire. This will be accomplished through the continued efforts of the Fire Department, Planning Department, Building Department, Public Services Department and other departments making up the fire protection system. This reduction will be accomplished through code enactment and enforcement relative to fire resistance and density of structures, through control of contents and processes within structures, through the development of fire safety

attitudes and maintenance of an adequate, well-trained and equipped fire suppression force.

- C Evaluate the feasibility of establishing a special assessment district for fire protection in the hills, as a means of covering the higher costs of fire fighting in these more distant areas.

8. Reduction of Flood Hazards

Priority

Action

- A Continue to require flood resistant siting and/or construction as a condition of subdivision or development approval, in areas subject to minor flooding.
- C Update the evacuation program to respond to possible inundation in the event of dam failures on upper Alameda Creek and its tributaries.

J. Noise Element

Objectives:

1. The protection of persons from health hazards, the protection of activities from intrusions and the protection of property from losses due to excessive noise levels.
2. The adoption of noise policies and programs which will prepare the community to deal with increasing noise levels due to community growth and the intensification of noise producing activities.
3. The coordination of local noise reduction policies and programs with those of federal, state and regional agencies.
4. The balancing of the community's noise objectives with its other planning and development objectives.

Principles:

1. The following set of noise levels are established as community standards for major land use and activity categories:

NOISE COMPATIBILITY STANDARDS IN CNEL
VALUES BY LAND USE CATEGORIES

<u>Land Use Categories</u>	<u>Noise Compatibility Standards (in dBA)</u>			
	<u>Clearly Acceptable</u>	<u>Normally Acceptable</u>	<u>Normally Unacceptable</u>	<u>Clearly Unacceptable</u>
Group I (residential schools, hospitals and neighborhood parks)	up to 60	60-65	65-75	above 75
Group II (offices, retail, sensitive industries)	up to 65	65-75	75-80	above 80
Group III (industries, wholesale)	up to 70	70-80	80-85	above 85

2. For Group I land uses, interior noise levels of 45 dBA or less (CNEL with windows closed resulting from exterior noise sources) shall be established as standards.
3. Technological solutions (e.g., the construction of barriers, elevation or depression of roadways, site planning) shall be preferred to land use change solutions to avoid impacting planned land uses with excessive noise.
4. Efforts to bring existing development into conformity with acceptable standards shall be made through the seeking of federal and state allocations for noise attenuation programs.

Action Program:

1. Amend the Fremont Municipal Code to require that all new residential development within 500 feet on either side of any thoroughfare, freeway or mass transit line, shown on the Circulation Element of the General Plan, or within 500 feet on either side of a railroad line, shall make on-site noise measurements to determine existing and predicted noise levels and that noise attenuation features be incorporated in the design of those residential areas found to exceed adopted standards.
2. Amend the Fremont Municipal Code to require that feasible mitigating measures identified by an EIR become incorporated at the time of project execution.
3. Evaluate the Fremont Municipal Code to determine the noise compatibilities between the land uses permitted by each zoning district.
4. Investigate the desirability of adopting a noise control ordinance patterned after the Model Noise Ordinance prepared by the League of California Cities.

5. Conduct a Community Noise Survey utilizing the voluntary services of the Scientific Advisory Group for Environmental Services in order to determine more accurately existing noise levels and to define typical ambient noise levels in a spectrum of land use environments.
6. Initiate in the City an on-going noise measurement program for the purpose of indicating changes in noise levels over time, and to permit low cost spot measurements related to City projects.
7. Observe and respond, as the circumstances warrant, to actual or potential noise level increases resulting from land uses and activities located outside the City limits such as airports and other transportation facilities.
8. Prepare a brochure to inform homeowners of the means available to limit noise intrusions and of City code requirements for improvements such as the construction of sound barrier fences.
9. Complete the City's planned thoroughfare system so that the bulk of noise resulting from traffic will be contained on streets planned for higher volumes.
10. Continue to evaluate truck routes for modifications in response to changes in truck traffic volume and/or adjacent land uses.
11. Continue to include noise attenuation considerations in applications for federal highway funds.
12. Upon completion of the City Council authorized Freeway Deletion Traffic Study, revise the maps and tables in the Noise Element to reflect predicted future traffic volumes.
13. Coordinate the Public Facilities and Recreation Elements of the General Plan with the noise level information of the Noise Element.

IV. AREA POLICIES

A. Community Areas

1. Bay Lands

This area includes all the land generally west and south of the Coyote Hills, the Newark boundary, and the P.G.&E. power line running from Newark southeasterly to meet the Nimitz Freeway near the southern boundary of Newark.

Objectives:

- a. To retain most of the Bay Lands as open space and recreation area.
- b. To preserve the habitats of and provide refuges for such native creatures as harbor seals and marsh birds.
- c. To provide for improved public access to the Bay proper.

Principles:

- a. The historic community of Drawbridge should be made a regional park and water-oriented recreation area.
- b. Efforts should be made to rid the Bay Lands of unpleasant odors and to provide windbreaks so that the area will be more suitable for recreation and residence.

2. Centerville (Amended, Res. 3997)

This is the area generally bounded by the Alameda Creek flood control channel, the BART tracks, Country Drive, Argonaut Way, Mowry Avenue, the Nimitz Freeway and Decoto Road.

Objectives:

- a. To complete improvements to existing streets and to plan for a future circulation system which will accommodate the high volume of use which is expected as a result of continued City-wide development.
- b. To maintain the community center as the primary focus of commercial activity in the district and to encourage continued development of vacant or underutilized lands in this area.
- c. To develop an aquatic park of regional significance in the quarry area to serve recreational as well as conservation purposes.
- d. To encourage development of remnant parcels within the guidelines of the General Plan.

- e. To preserve and stabilize existing neighborhoods, particularly those containing housing units which are less costly.
- f. To resolve the long term issues related to the proposed Dumbarton Freeway (Route 84) and Route 238 based upon City-wide as well as district considerations upon completion of ongoing traffic studies.

Principles:

- a. Circulation should be planned to accommodate the several types of users within the district (through traffic, shopping traffic, resident traffic, public transit) and their particular needs.
- b. The long term principle of grade separation between the railroad and City streets should be pursued.
- c. Freeway Routes 84 and 238 should be constructed if justified by traffic studies.
- d. In the event that Routes 84 and 238 are constructed, adverse impact upon surrounding uses should be mitigated.
- e. In the event that Routes 84 or 238 are not constructed, their rights-of-way should be designated consistently with adjacent planned uses.
- f. Foot trails, bikeways, and other energy conserving means of transportation should be routed to link areas of highest activity (commercial, recreational, institutional).
- g. Premature conversion of residential structures to commercial use should be discouraged.
- h. The City should encourage the further concentration of automotive sales and related facilities in Centerville, and specifically the Peralta-Williams-Dusterberry area.
- i. The internal relations between shopper traffic flows, entering and leaving the stream of traffic, parking and foot access to stores should be improved in the community center.
- j. In order to compete with sites located along the major thoroughfares, access and visibility of sites within the community center should be enhanced.
- k. Any expansion of commercial uses outside the community commercial center should occur only when it can be shown that there is need for additional commercial lands in Centerville which cannot be accommodated in or is not conducive to a community center location.
- l. Strip commercial development along the area's major thoroughfares should be avoided.

- m. The consolidation of remnant parcels and their development compatible with surrounding uses should be encouraged to the extent feasible.
- n. Access to the aquatic park should be located and traffic and parking regulated so that impacts do not adversely affect adjacent residential neighborhoods.
- o. Opportunities to increase the availability of park and recreation lands west of Fremont Boulevard should be sought.

3. Central Area

This is the area within the center of Fremont which is generally bounded by Mission Boulevard, the Western Pacific Railroad, Paseo Padre Parkway, Grimmer Boulevard, Fremont Boulevard, Stevenson Boulevard, Davis Street, Bidwell Drive and Argonaut Way, Country Drive, the BART tracks and the Western Pacific Railroad.

The Central Area is composed of two major subareas: The Central District (everything southwesterly of the BART tracks) and Central Area East.

a. Central District

Since the Central District is primarily nonresidential, it is listed under Special Areas.

b. Central Area East

Objectives:

- (1) To provide supporting facilities to the Central District.

Principles (Amended, Res. 3573):

- (1) Institutional uses which have city-wide or regional service areas and which require relatively large acreages would be well located here.

4. Northern Plain (Amended, Res. 4916, 9-23-80)

This is the area generally bounded by Alameda Creek (Union City boundary), future Dumbarton Freeway, Coyote Hills and the City boundary.

Objectives:

- a. To develop a new large residential community with its own community center and with a unique character which sets it apart from the existing communities.
- b. To coordinate development in Fremont with that of neighboring Newark and Union City.

- c. To preserve as much agricultural and open space land as feasible.
- d. To promote the location of labor-intensive high technology industry in the area.
- e. To promote and encourage the orderly development of the area.

Principles:

- a. These precautions should be taken in order to avoid creating severe congestion.
 - (1) There should be absolutely no expansion of preexisting nonconforming uses on Fremont Boulevard between the future Dumbarton Freeway and Decoto Road.
 - (2) On Fremont Boulevard between Decoto Road and the Nimitz Freeway, strong efforts should be made to keep any commercial uses to a minimum size and where possible, to orient them to Paseo Padre Parkway rather than to Fremont Boulevard.
- b. The eucalyptus grove should be retained as a landmark which is visible for many miles.
- c. Ardenwood Park should be linked to Coyote Hills Regional Park, San Francisco Bay National Wildlife Refuge and Alameda Creek Flood Control Channel trail systems by foot and bicycle trails.
- d. The project design open space area traversing the residential and industrial areas westerly of the Southern Pacific Railroad tracks is intended to link both Ardenwood Park to Coyote Hills Regional Park and San Francisco Bay Wildlife Refuge and to provide an open space system integral with the planned high technology industrial complex, and to contain a major drainage facility. The open space areas should have the following features:
 - . "Natural" wetlands type of water drainage;
 - . Bike and foot trails connecting Ardenwood Park and Coyote Hills Regional Park;
 - . Agricultural and floricultural activities;
 - . Recreational areas for industrial area employees, such items as par exercise courses, tennis courts, ball fields, picnic areas;
 - . Parking areas.
- e. In order to preserve prime agricultural and open space lands, the Open Space Zoning District minimum parcel size should be increased for areas designated as Open Space.

- f. The areas designated Open Space with an underlying Institutional Open Space designation shall have an assigned residential value for use when an applicant is dedicating such land to a public agency and such dedication is beyond the dedication required by City ordinances and policies. For dedication purposes, the Open Space-Institutional Open Space area in proximity to the Coyote Hills Regional Park is assigned a residential value of one dwelling unit per acre; that Open Space-Institutional Open Space area near the Ardenwood Regional Park is assigned a value of four dwelling units per acre. Under the Open Space-Institutional Open Space designation, the owner of such designated land could retain the land and use it under the provisions of the Open Space (O-S) District or dedicate the land to a public agency and use the assigned residential density elsewhere in the City through use of the Planned District process.
- g. Trails and public transportation systems in the area should connect to the planned commuter parking area at the northwesterly quadrant of the Route 84-Newark Boulevard interchange.
- h. Undeveloped lands in the Northern Plain westerly of the Nimitz Freeway should be placed in a development reserve status until such time as needed fire protection facilities and railroad grade and highway and flood control bridge crossings, together with thoroughfare improvements, sufficient to service urbanized development are available.
- i. The areas designated as industrial and intended for high technology uses should be developed in a manner which will not create undue traffic congestion. Among the measures that could be instituted to avoid traffic congestion caused by industrial development are:
 - . Establishment of a flexible time program to reduce peak hour traffic;
 - . A transportation plan implemented by employers to reduce the use of private vehicles for commute trips;
 - . Cooperation between residential and industrial developers to encourage employees to live nearby.

Specific measures to reduce the traffic impacts resulting from industrial development should be implemented through the environmental and Planned District review process.

- j. The City should immediately rezone the area designated for high technology industrial use to preserve the area for high technology and to assure that future development is compatible with surrounding land uses and with the natural and man-made environment. The City might consider a Planned District or create a zoning district for high technology uses. Such a district should provide minimal lot size, parking and landscaping requirements appropriate for a high technology park. It should also specify appropriate building coverage and orientation that is compatible with the function and design of the park.

- k. The open space area located northerly of Paseo Padre Parkway, between the Southern Pacific Railroad tracks on the east and PG&E electrical transmission lines on the west, is intended to preserve prime agricultural land, limit urban development in the 100 year flood plain, provide an open space frame, and to serve as an urban reserve. The City will consider a General Plan amendment to allow other uses in this area at such time as the area is substantially developed, the need and appropriateness of the uses can be demonstrated, and the finding made that the infrastructure is adequate to handle the additional uses.

5. Irvington (Added Res. 2942, 1/18/72)

This is the area generally bounded by the Western Pacific Railroad, a line approximately 300 feet east and parallel to Osgood Road, Freeway 680, Durham Road, the Nimitz Freeway, Mowry Avenue, Argonaut Way, Bidwell Drive, Davis Street, Stevenson Boulevard, Fremont Boulevard, Grimmer Boulevard and Paseo Padre Parkway.

Objectives:

- a. To improve the physical appearance and economic viability of the older community commercial area through public and private programs of renewal and development.
- b. To provide an adequate trail system through the Irvington Area.
- c. To improve vehicular circulation in central Irvington through improvement and redesign of the street system.
- d. To provide the Irvington community commercial center with adequate parking facilities.
- e. To provide for special combined residential and commercial areas which will encourage the start of new businesses within the community.
- f. To maintain and enhance the appearance and stability of Irvington's residential development through programs of neighborhood conservation and landscaping and the enforcement of ordinances designed to insure proper maintenance of these areas.

Principles:

- a. In order to insure proper redevelopment of the older area of Irvington, any rezoning to a multiple family zoning district in the area bounded by Paseo Padre Parkway, Grimmer Boulevard, Blacow Road and the Western Pacific tracks, should be approved only when the affected parcel is at least a half acre in size and when the proposed street improvements necessary to accommodate the increased traffic flow have been made.

- b. In order to improve vehicular circulation in central Irvington, the following actions should be taken:
 - (1) Upon construction of Route 238, the following street improvements should be undertaken: extension of Roberts Avenue to High Street; elimination of vehicular access between High Street and Union Street; and widening of Lincoln and High Streets.
 - (2) Upon the initiation of major redevelopment programs, the following street improvements should be undertaken: widening of Fremont Boulevard; extension of Chapel Way from Bay Street to Fremont Boulevard; widening of Washington Boulevard; reconstruction of the intersection of Fremont and Washington Boulevards; and extension of Irvington Avenue to Roberts Avenue.
 - (3) Large concentrations of parking for commercial uses should be provided off main arteries and the joint use of such facilities by a number of businesses and property owners shall be encouraged.
- c. The rapid transit district shall be encouraged to construct a station in the Irvington community commercial area in order to:
 - (1) Provide the residents of Irvington and Mission San Jose with better accessibility to the rapid transit system;
 - (2) Provide a station location which could readily be served by a local public transit system; and
 - (3) Provide an impetus for the redevelopment of the older commercial area of central Irvington.
- d. Intensive retail commercial uses which require a community market shall be located in the community commercial center.
- e. The major concentration of higher density residential development shall be located in proximity to the community commercial center.
- f. The City shall work toward the resolution of problems associated with substandard lot sizes and multiple ownerships so that coordinated redevelopment can take place in the older portions of Irvington.
- g. Public utility rights-of-way shall be used whenever possible for trails and other usable or visual open space purposes.
- h. The older Washington College site should be acquired and maintained as an historic park, arboretum and recreation center.
- i. The intent of the commercial designations at Fremont Boulevard and Eugene Street and at Fremont Boulevard and Blacow Road is to recognize the zoning existing in these areas. It should not be construed as encouraging substantial rezonings in those areas, although in the case of Fremont Boulevard and Blacow Road minor

rezonings to allow modernization of the existing use may be permitted.

6. Mission San Jose

This is the area generally bounded by the eastern City boundary, Stanford Avenue, Freeway 680, a line approximately 300 feet east of and parallel to Osgood Road, the Western Pacific Railroad, Mission Boulevard and Morrison Canyon Road.

Objectives:

- a. To preserve and enhance the historical attributes and atmosphere of the Mission San Jose Area.

Principles:

- a. The historic character of the old Mission Area should be maintained, restored and preserved by:
 - (1) Providing for proper control of pedestrian and vehicular traffic by means of diversion, separation or any other feasible means.
 - (2) Encouraging the restoration of historic resources that would contribute to a meaningful and genuine environment.
 - (3) Permitting the establishment of only those physical elements or relationships that are in harmony with the peace, tranquility and genuineness of the Mission and related church properties.
- b. Architectural style should be utilized that is compatible with the area's broad architectural heritage.
- c. Mill Creek Canyon should be preserved as a scenic and recreational resource.
- d. Mission Peak should be made part of a regional park.
- e. A regional trail should traverse the hills from the Niles area to the north, to the Warm Springs area to the south and another regional trail should cross the hills to the Sunol Valley.

7. Niles Area (Amended, Res. 4003)

This is the area generally bounded by the northern and eastern City boundaries, Morrison Canyon Road, Mission Boulevard, and the Western Pacific Railroad.

Objectives:

- a. To maintain and enhance the physical characteristics which provide the historical continuity and individuality that give Niles a small town character and distinguish it from other areas of the City.

- b. To maintain a housing balance in the overall Niles community between newer and older, larger and smaller, and more and less expensive units.
- c. To focus community commercial activity on both sides of Niles Boulevard and to provide improvements which will enhance the identification of this area as the center of the district.
- d. To preserve the architectural features characteristic of "Old Niles" and to ensure that new construction contributes to this character.
- e. To provide a rich and varied park and recreation system through regional, community, neighborhood and historic parks and trails which will assure the Niles community of long-term desirability as a living and working environment.
- f. To permit large lot residential and other low intensity development in the hill areas to the degree that such development is consistent with the natural capacities of the land.
- g. To provide a City trail system which links the Niles hills, the commercial center, historic sites and park areas via the regional trail system to Niles Canyon and Coyote Hills.
- h. To plan a circulation system which is adequate to handle anticipated traffic volumes but which does not encourage unnecessary through traffic.

Principles:

- a. The following features which make Niles unique should be preserved and enhanced:
 - (1) variety of lot and building size.
 - (2) individuality of structures and architectural detail.
 - (3) movie and railroad heritage.
 - (4) quiet tree-canopied streets.
 - (5) relative isolation and self-containment.
- b. Sensitive preservation, rehabilitation, restoration and redevelopment should occur utilizing private (e.g., Local Improvement Districts, individual landowner efforts) and public (e.g., Community Development Block Grant) funds to enhance the area's positive features and to eliminate clear deficiencies.
- c. Preservation of the existing housing stock should be sought to the extent feasible and consistent with the necessity of providing safe and habitable structures.
- d. Relocation of quality older homes from sites elsewhere in the City to passed-over parcels in Niles should be encouraged.

- e. The Residential 6.5-10 designation along Second and Third Streets and their cross streets is intended to reflect the pattern of existing small lot single family residences.
- f. A zoning district compatible with small lot single family residences should be adopted so that the majority of residential uses in old Niles are provided a conforming zoning status.
- g. Proposals for development, expansion or replacement of housing on selected existing substandard lots should be considered based upon their individual merit and their own special circumstances in relation to neighboring uses.
- h. Commercial development of the Southern Pacific lands northerly of Niles Boulevard should be encouraged in order to increase the ability of the Niles center to serve the shopping needs of Niles residents.
- i. Additional off-street parking on or near Niles Boulevard should be provided for existing and future commercial uses.
- j. Overhead utility lines along Niles Boulevard should be undergrounded in order to enhance the visual attractiveness of the commercial center.
- k. Distinctive street lighting and other fixtures should be utilized in the commercial district.
- l. The commercial designation east of Mission Boulevard and Mayhews Road is intended to reflect the existing commercial uses in this location.
- m. Commercial uses at the intersection of Niles Boulevard and Mission Boulevard should primarily serve the commercial needs of the motoring public and the larger Fremont community rather than the needs of Niles residents for convenience goods which are more appropriately served by the old Niles community center.
- n. Grading for street, residential and other construction should be minimized in order to protect the visual and environmental resources of the hill areas.
- o. The intensity of development to be permitted in the hill areas should not necessitate streets in excess of two lanes.
- p. The existing alleys in the old Niles District should be improved through joint private and/or public efforts so that the area's appearance and function are enhanced and so that future maintenance can be assured.
- q. Niles Boulevard, between Rancho Arroyo Parkway and Sullivan Underpass, should remain as a collector street.

- r. Preservation of historic resources should be encouraged through all available public and private means.
- s. City and East Bay Regional Park cooperative development of the Quarry Regional Recreation Area and Niles Community Park should be encouraged both in the planning and development phases.
- t. Adequate parking should be provided for the Quarry Regional Recreation Area and the Niles Community Park to assure that these recreation areas do not impact nearby residential areas.
- u. Master Plans should be developed for the California Nursery and Vallejo Mill Historic Parks.

8. Warm Springs

This is the area generally bounded by the eastern and southern City boundaries, Warm Springs Boulevard, Brown Road, Mission Boulevard and Stanford Avenue.

Objectives:

- a. To build upon the existing development to create a relatively self-sustaining community.
- b. To capitalize on the abundant natural and historical resources to create an area of beauty and character.

Principles:

- a. Hidden Valley and Weibel Vineyards should be retained as quasi-public uses of an open nature.
- b. The steep slopes of the hills, above the 700 or 800 foot elevation, should be kept open.
- c. A system of trails should be developed to cross the barrier being created by Interstate Route 680.
- d. Precautions should be taken to insure that industrial development on the west side of Warm Springs Boulevard does not harm the residential area to the east and that the traffic generated does not cause severe congestion.

B. Special Areas

Special area policies, as distinguished from community area policies, encompass geographical areas of the City which are the subject of special planning and development concerns not coincident with the 'community' concerns of such areas. (Added, Res. 3573)

1. Hill Area

The areas covered by the Hill Area policies are located within several community areas. They generally include:

- a. All areas to the east of Mission Boulevard except a small area at the mouth of Niles Canyon and another at the base of the Mission Pass Freeway.
- b. An area extending westerly from Mission Boulevard along Grimmer Boulevard, Paseo Padre Parkway, Durham Road, Freeway 680 and the first canyon southerly of Washington Boulevard.
- c. The Coyote Hills.

Objectives:

- a. To preserve the open character and dominant topographical features of the hills, especially as perceived from the flat lands.
- b. To provide recreational areas in the hills for the use of the residents of the region.
- c. To provide for safe and adequate vehicular and pedestrian access to and within the hillside areas (including emergency vehicles).
- d. To establish and maintain a proper balance between hill area developments and public services, such as streets and schools, necessary to serve them.
- e. To integrate the hill area development with the remainder of the City of Fremont.
- f. To encourage provision of a variety of housing types and densities in the hill areas.

Principles:

- a. Within the hill area, residential developments shall be clustered to increase the amounts and significance of open space and decrease the amount and length of streets.
- b. The location, size and intensity of activities of these residential areas should be based on optimum access and topographical considerations.
- c. Hillside development shall conform to the natural grades and not scar the existing terrain and vegetation by excessive grading. The City will limit activity in the hills if access facilities needed to service additional activities result in excessive physical and aesthetic 'costs' to the hillside environment.

Standards for the Hill Area

a. Definitions:

- (1) The "Hill Area" includes generally the area lying easterly of a line which begins at the Milpitas city limit, runs north along Route 680 to the southern interchange of Route 680 and Mission Boulevard, and then north along Mission Boulevard to the Union City city limit. The Hill Area includes Niles Canyon, Mission Pass and the Mission Hills, but excludes a small area at the mouth of the Niles Canyon and at the base of Mission Pass.
 - (2) The "Ridgeline" is a visual ridge as established from a point of origin a distance of one and one-half miles from the ridgeline. The point of origin shall be located along a line lying perpendicular to Mission Boulevard and Warm Springs Boulevard. The point of origin of the ridgelines for Niles Canyon shall be located along Niles Canyon and shall be a visual ridge located along a line perpendicular to Niles Canyon Road. The point of origin of the ridgeline for Mission Pass shall be located along a line lying perpendicular to Route 680.
 - (3) The "Toe of the Hill" shall mean a line along the base of the hills along which the natural grade is a maximum of 20 percent, including Niles Canyon and Route 680 east of Mission Boulevard.
 - (4) The "Hill Face" consists of those lands situated between the Toe of the Hill and the Ridgeline.
 - (5) Constrained land is land having a slope of 30 percent or greater, soils which the City determines are unsafe for development, or land which is inaccessible.
- b. Residential development shall be prohibited on constrained land, subject to exceptions provided herein. The Planning Commission may allow development on constrained land in order to better conform to the terrain and where all technical conditions for safe development are assured.
- c. All development shall be designed to minimize disturbances of the natural terrain and vegetation.
- d. The City shall perform architectural review for any development in the Hill Area in order to insure consistency with the policies of the General Plan. In addition, all development on the Ridgeline and Hill Face shall be subject to discretionary review and must be approved by the Planning Commission, or by the City Council on appeal.
- e. Development shall utilize clustering, density transfers and other techniques to maximize open space, minimize environmental and visual impact and encourage development in the Hill Area outside the Hill Face and especially outside the portion of the Ridgeline visible from any point below the Toe of the Hill, within a one mile radius of the site.

- f. All rezonings (including Planned Districts), permits and approvals for subdivision maps, planned unit development, grading, conditional uses and all building permits, variances and other entitlements for us, shall be consistent with these requirements and with the associated designations on the General Plan Summary Map and Area Maps.
- g. Existing parcels of record as of March 1, 1981, which are below the minimum lot sizes specified herein must comply with all standards herein except standards relating to lot size. Substandard contiguous parcels in common ownership must recombine. No more than one residential dwelling unit is permitted on any one substandard parcel.

Plan Designations and Densities for the Hill Area

- a. For the Hill Area generally compatible uses are agriculture, recreation and low density residential which complies with standards and densities set out in the General Plan text. The densities set forth below are maximums. The City may provide for lower densities, especially in agricultural preserve areas.
- b. Areas on the Hill Face and the Ridgeline are hereby redesignated "Hill Face Open Space." Development in this area is limited to a density range between one residential dwelling unit per ten acres and one residential dwelling unit per five acres (.1 to .2 units per acre). Constrained and unconstrained land may be combined within a single ownership in order to comply with the density requirements herein, provided that there is at least one contiguous acre of unconstrained land per residential dwelling unit. Development on accessible but purely constrained land is limited to one unit per twenty (20) acres (.05 units per acre), provided that a site which meets the other standards herein is available. The density may be increased from the minimum only when development and access is designed and located so as to avoid substantial environmental degradation, and eliminate or substantially eliminate its visibility from any location below the Toe of the Hill within a radius of one mile of the site.
- c. General Plan designations and densities for the portions of the Hill Area outside the Hill Face and Ridgeline are as follows:
 - (1) Areas currently designated as "Institutional Open Space" or under the control of a public agency shall remain or be designated "Institutional Open Space."
 - (2) Areas designated "Open Space" or "Open Space-Three Acre Estate" are redesignated "Hill Open Space" or, if appropriate, "Institutional Open Space."

Development in the area designated Hill Open Space is limited to one dwelling unit per five (5) acres of land (.2 units per acre). Constrained and unconstrained land may be combined within a single ownership in order to comply with the density requirements herein, provided that there is at least one

contiguous acre of unconstrained land per residential dwelling unit. Development on accessible but purely constrained land is limited to one unit per twenty (20) acres (.05 units per acre), provided that a site which meets the other standards herein is available.

- (3) Areas designated "Residential" remain so designated, with the current densities.

2. Industrial Area

This is the area generally bounded by Freeway 680, Brown Road, Warm Springs Boulevard, the southern City boundary, the Nimitz Freeway, a PG&E power line, the southern Newark boundary, the Nimitz Freeway, Durham Road and the Western Pacific Railroad.

Objectives:

- a. To encourage industrial development in the City by providing an environment exclusively for such development.

3. Central District

This is the portion of the Central Area which lies southwesterly of the BART tracks. The Core Area is within it and is bounded by Civic Center Drive, Walnut Avenue, Argonaut Way and Mowry Avenue.

Objectives:

- a. To provide for and encourage the development of a single, centrally located area which will become the economic, civic and entertainment nucleus of the entire City of Fremont.
- b. To encourage in the Central District only those uses which are compatible with the primary goal; such uses to include:
 - (1) a major commercial center, including retail, service and office activities;
 - (2) a transportation hub;
 - (3) an activity corridor;
 - (4) a medical center;
 - (5) a government center;

together with high density housing, transient housing and appropriate parks and parkways.

- c. To arrange the uses within the Central District so that the most intensive activities are concentrated within a limited area of high activity known as the Core, and to exclude from the Core incompatible nonintensive uses which might tend to detract from the intensity and compactness of Core development.
- d. To create in the Core an attractive and physically integrated area comprised of several parts, scaled and arranged for comfortable pedestrian circulation, with each area having unique design characteristics.
- e. To provide an efficient and convenient transportation system within the Central District and between the Central District and other parts of Fremont and the Bay Region.
- f. To provide areas for convenient and economic transfer of people and goods from one mode of transport to another.

Principles:

Land Use:

- a. Intensive retail commercial uses which require a City-wide or regional market should be located in the Core.
- b. The Activity Corridor should provide for and encourage a compact, and mutually supporting and diversified group of commercial recreation, office and multi-family uses. Diversified development of the Activity Corridor shall be encouraged by a mixture of two or more of the following types of zoning districts:
 - (1) commercial visitor and recreation;
 - (2) professional office and/or multi-family; or
 - (3) by a Planned District incorporating diversified uses which will carry out the intent of the Activity Corridor as an area different in character from, but compatible with, the Civic Center and the Core.
- c. The medical center should include hospitals, clinics, medical offices, pharmacies, laboratories, residential uses for medical personnel and those services necessary to support such facilities.
- d. All governmental agencies which deal directly with the public should be encouraged to locate in the Civic Center complex. Services necessary to support the Civic Center offices and employees shall be located in or near the Civic Center.
- e. Cultural facilities should be developed as an integral part of the Civic Center complex.

- f. Residential land within the Central District surrounding the Core should be employed for high density housing. Multi-storied buildings should be encouraged.
- g. Emphasis should be on the provision of private and semi-private recreation facilities and small parks, rather than on large public playgrounds. Open space within Central Area high density residential areas should be accented by the placement of buildings around the perimeter of super blocks and retention of block centers as open and recreation areas. Visual penetration into this space from the perimeter should be provided.

Access, Circulation and Parking:

- a. The transportation center shall be composed of two areas: one for service to passengers, the other for the distribution of goods.
- b. The trafficway system in the Central Area should be designed to provide maximum convenience of access to the freeways and to all parts of Fremont but not attract through traffic.
- c. Maximum separation of vehicular and pedestrian traffic should be achieved by a system of pedestrian ways and plazas separate from the street right-of-way, with grade-separated crossings for major pedestrian ways and vehicular thoroughfares.
- d. The Core should be linked to other parts of Fremont and its market area by a public transit system at the earliest possible time. The transportation center should include terminal and transfer facilities for rapid transit, local transit, interurban buses, automobiles and any other appropriate transportation vehicles. The transportation center should include commercial uses necessary to facilitate transfer and change of mode service to contribute to the comfort of passengers. Uses contributing to the comfort and convenience of passengers should be of a quick service nature, such as restaurants, shoe repair, laundry pickup shops, newsstands, small drug and sundries stores, car washes, automobile service (oriented to the rapid transit terminal) and convenience grocery stores.
- e. Parking facilities should be adequately and conveniently related to all uses which generate parking demand. Design and location of parking facilities should reflect the nature of their anticipated use.
- f. Planned District shall be considered an appropriate zoning designation for the transportation center abutting the BART terminal. General Commercial and Planned District shall be considered appropriate zoning designations for the transportation center shown between Walnut Avenue and Stevenson Boulevard.

Urban Design:

- a. The Central District should be conceived as an integrated complex of compatible intensive land uses with the maximum complexity and intensity occurring in the Core. Variety in urban design should be achieved by emphasizing an urban form appropriate to each functional area, such as the retail centers, office and commercial complexes, the medical center, the transportation hub, the activity corridor, the civic center and the residential districts. This variety should be expressed in building form and scale and the design treatment of streets, pedestrian ways and open spaces.
- b. The identity of the Core should be enhanced by the use of appropriately designed furniture, including electroliers, signs, waste receptacles, etc.
- c. Vistas and focal points should be created to serve as points of orientation to create a more attractive atmosphere. Such vistas and focal points should provide visual linkages within the Core Area as well as between the Core Area and the Civic Center.
- d. Development plans for the Core should anticipate and provide for the time when no land area within the Core will be devoted exclusively to single level parking or single story structures.
- e. Pedestrian ways should be designed and developed to serve as recreational, as well as circulation, facilities.
- f. Special landscape treatment shall be provided long the southerly side of Walnut Avenue between Argonaut Way and Civic Center Drive. The purpose of the landscape treatment is to help define the Core Area and establish a buffer between the commercial and residential uses on opposite sides of Walnut Avenue.

4. Advance Plan Areas (Added, Res. 3573)

Advance Planning is an approach to community development in which detailed planning and design guidelines are studied in advance of specific development proposals. Although these studies may be the subject of public hearings, they are not necessarily an official declaration of intent of the City Council to take final legislative action. An Advance Plan which is approved (not adopted) by the City Council at the conclusion of the planning study procedure does not in itself constitute legislation. The implementation of an Advance Plan requires legislative action including, but not limited to, the adoption of Specific Plans, amendments to the General Plan, Zoning Regulations, Development Policies and Capital Improvement Appropriations. Public hearings are required for whatever implementation techniques are determined to be necessary. The boundaries of an Advance Plan will be shown on the Area Plan for the purpose of informing the community as to its presence but this delineation does not in itself constitute a part of the General Plan except as an Advance Plan may relate to officially adopted amendments to the General Plan.

5. Development Reserve Overlay Areas

The Development Reserve Overlay District is placed on the Hill Area above the water service elevation as established by the Alameda County Water District as of the date of adoption of this amendment. The objective of this overlay is to insure that land is developed in an orderly and timely manner which avoids commitment of the land to residential use before municipal services are available.

- a. All new parcels created in the Development Reserve Overlay District shall be limited to one residential dwelling unit per twenty acres.
- b. Lands may be removed from the Development Reserve Overlay Area when there are adequate public services including gravity-served public water and sewer systems, fire and police, and public or private streets meeting City standards.

V. ADMINISTRATION AND INTERPRETATION OF THE GENERAL PLAN

A. Administration of the General Plan

1. Annual Review - Recommendations to the City Council

The Planning Commission shall make recommendations to the City Council upon reasonable and practical means for putting into effect the General Plan in order that it will serve as a pattern and guide for the orderly physical growth and development of the City and as a basis for the efficient expenditure of funds relating to the subjects of the General Plan. The Planning Commission shall render an annual report to the City Council on the status of the Plan and progress in its implementation. Further, the Planning Commission shall endeavor to promote public interest in and understanding of the General Plan and regulations pertaining to it.

2. Amendments to the Plan

General Plan amendments affect the entire City. Because of this fact, any evaluation of an amendment proposal must give primary concern to the welfare of the City as a whole and secondary consideration to the situation of the applicant. The primary question which must be asked of all General Plan amendments is, "Will this amendment, if adopted, be to the benefit of the City or will it possibly have an adverse effect on the City's overall development?"

In reviewing such General Plan amendments, the City shall consider the relationship of the proposed development as it affects public facility planning and consequent resultant levels of service as well as determining how the proposed General Plan amendment will better implement the goals of the General Plan.

The following findings must be made in order to grant a General Plan amendment under the two alternative procedures:

a. Standard General Plan Amendment:

- (1) That unused densities exist within the planning subarea that may be reassigned to the proposed area.
- (2) That resulting levels of service from necessary public facilities will not be substantially different than the level reflected in the present General Plan.
- (3) That the General Plan amendment will maintain a balanced and logical land use pattern.

OR

b. Special General Plan Amendment:

- (1) That the characteristics of the proposed development are equal to or less demanding of public facilities than the existing General Plan unless qualified under paragraph 3 below.
- (2) The elements of the proposed development for the area better implement the goals of the General Plan.
- (3) That any reduced levels of service of public facilities are offset by the amenities to be provided to the community or City, and, in any case, the Planning Commission and City Council shall determine the level of service for any portion of the General Plan.

Procedurally, adoption of a resolution for a General Plan amendment may be accomplished in two states: First, by a declaration of intent to amend the General Plan (comparable to the introduction of an ordinance) and second, formal and final adoption when Council finds that all conditions precedent have been satisfied which were attached by the Council at the time of its declaration of intent.

General Plan amendments filed by other than the Planning Commission or City Council shall be heard by the Planning Commission and City Council three times annually in the months of February, June and October. Applications shall be filed at least sixty days prior to the date on which the applicant wishes the General Plan amendment to be considered. The applicant shall submit information justifying the General Plan amendment in accordance with the foregoing text and on forms and in accordance with instructions provided by the City. (Amended, Res. 3650)

Where pursuant to City Council Resolution No. 3231, as amended, it is determined by an initial study that an Environmental Impact Report (EIR) must be prepared for the General Plan amendment, the Commission shall not consider the application for such amendment until a meeting held after the agency responsible for reviewing the EIR shall have found that the EIR is complete. Where a negative declaration on the application for amendment has been filed, the Commission shall not consider the application until the period for filing protests against such declaration shall have expired. (Added, Res. 3650)

B. Interpretation of the General Plan

The following principles shall be utilized in interpreting the General Plan:

1. In interpreting the General Plan, the following order of authority shall govern:

Specific Plans (highest authority, notwithstanding such are not part of the General Plan itself; e.g., precise street plans)

Area Plans

Functional Element Plan (e.g., circulation)

Summary Plan (lowest authority)

If two or more maps are in conflict, the map having the highest authority shall be presumed to prevail unless the Planning Commission finds to the contrary. If there is a conflict between the General Plan Text and a General Plan Map, the text shall have higher authority. (Added, Res. 3573)

2. The residential holding capacity of a property is determined by multiplying the acreage of the property which is designated residentially on the General Plan by the density indicated on the General Plan.
3. In cases where the General Plan designation is not definitive, the Planning Commission shall make a determination as to the designation of a particular property.
4. Residential density shall not be assigned to nonresidential uses shown on the General Plan or proposed by the applicant except in the following cases:
 - a. Cases where the applicant is dedicating land for the nonresidential use to a public agency and such dedication is beyond the dedication required by City ordinances and policies, and further, such "excess" dedication and density credit, therefore, is specifically approved by the City Council.
 - b. For purposes of determining the number of "special dwelling units" which can be built in a church site, such site shall be deemed to possess the same residential designation as adjacent residential areas. "Special dwelling units" refers to dwelling units designated for occupancy by such groups as low income or elderly persons and proposed to be constructed by a nonprofit organization.
5. State law provides that, effective January 1, 1973, the zoning districts of a city shall be deemed consistent with its general plan only if the city has adopted such a plan and the various land uses authorized by the zoning ordinance are compatible with the objectives, policies, general land uses and programs specified in such plan. (Added, Res. 3165)
 - a. It is recognized that various parcels of land within the City of Fremont are within zoning districts designated as agricultural and are designated for ultimate residential and other use on the General Plan. These zoning districts serve as "interim" or "holding" zones awaiting the orderly development of the community and are, therefore, deemed in conformance with all designations of the general plan. It is the policy of the City Council that the rezoning of any such parcel to a residential or other designation shall be properly timed so as to be consistent with the orderly development of the City and shall be approved only if the public necessity, convenience and general welfare require the adoption of the proposed rezoning, and if

the proposed rezoning conforms to the use and density designations provided in the General Plan. When interim uses are permitted under the conditional use provisions of the Zoning Ordinance, the interim nature of the use shall be enforced so that interim uses do not become nonconforming uses upon rezoning or in other ways impede implementation of the General Plan. (Added, Res. 3573)

- b. It is further recognized that various other zoning districts accommodating land uses existing at the time of incorporation of the City do not conform with their use designation on the General Plan. It shall be the policy of the City Council that zoning or General Plan amendments to bring such isolated discrepancies into conformance with the General Plan may be initiated either by the City or the affected property owner, but shall be approved only if the amendment is timed so as to be consistent with orderly development of the City, and only if the proposed amendment is required by the public necessity, convenience and general welfare.
 - c. It is the policy of the City Council that, as of January 1, 1973, the zoning of the City is deemed in substantial conformance with the General Plan.
6. Updating the Area Plan, functional element and Summary Plan maps or the General Plan text as a consequence of City Council action to amend or adopt elements of the General Plan shall be a City staff function. Council action adopting or amending General Plan Elements carries with it an instruction to update all the maps containing the element. Maps so updated shall be filed with the City Clerk. (Added, Res. 3573)
7. General Plan maps employ a standard set of terms and symbols which indicate land use. The Zoning Ordinance determines the specific land uses permitted for each property according to its zoning district. The definition of these General Plan terms and zoning districts with which they are customarily consistent are as follows:

Residential - single and multiple family dwellings indicated as a number of dwelling units per gross acre (R-E, R-1, R-2, R-G, P, A).

Activity Corridor - compact mutually supporting and diversified groupings of commercial, recreation, office and multi-family uses (C-T, C-O, R-G, P, A).

Office Commercial - professional, business, transient related housing, real estate, finance, medical service offices, multiple family residential (C-O, P, A).

Retail Commercial retail and service activities for neighborhood, industrial, community and City-wide needs (C-N, C-C, C-G, C-B-D, P, A, C-R, C-T).

Thoroughfare Commercial retail and service activities dependent upon thoroughfare and freeway locations (C-T, P, A).

Industrial - manufacturing, processing, assembly, business and construction services (G-1, I-R, C-G, P, A).

Open Space- low intensity residential, recreational, agricultural uses when such activities would not be hazardous or detrimental (O-S, P, A).

Project Design Open Space - areas or corridors within developments intended for an open appearance. (Zoning corresponds to the remainder of the development.)

Institutional Open Space - public or quasi-public uses such as parks or schools. Where public acquisition does not occur, underlying land uses or densities are to be consistent with adjacent designations or as specified.

Agricultural - primary agricultural activity and related low intensity land uses (A).

Schools (all) - see General Plan Policy Text (III,B.2) for applicable standards.

Parks (all) - see General Plan Policy Text (III,C) for applicable standards.

Streets (all) - see General Plan Policy Text (III,C) for applicable standards.

Trail (all) - see "Standard Details for Improvements within Public Right-of-way: 39-44" for applicable standards.

Gateway - prominent clusters of trees and open space at entry points to the City.

VI. GENERAL PLAN REFERENCE GUIDE
(Added, Res. 3573)

The General Plan of the City of Fremont is composed of this General Plan Policy Text, a set of General Plan maps and separate texts constituting several elements of the Plan. In addition, other studies and reports have been prepared which assist in understanding many policies or situations. The following index is compiled and updated as needed by staff and is intended to facilitate cross-reference between the various components of the General Plan.

<u>General Plan Policy Text</u>	<u>Adopted Plan Maps</u>	<u>Reports or Other Documents</u>
I. Conditions and Trends		Conservation, Open Space, and Housing Elements
II. Goals	Urban Structure Plan; Historic Resources Map; General Plan Summary Map	
III. City-wide Policies	General Plan Summary Map; Open Space Element Map; Circu- lation Element Map; Recreation Element Map; Historic Resources Map; Area Plan Maps; Park Standards Study (see below)	Conservation, Open Space, and Housing Elements
IV. Area Policies		
Bay Lands	Bay Lands Area Plan; Open Space Element Map	Conservation, Open Space
Centerville	General Plan Summary Map	
Central Area	Central Area Plan	BART Area Density Study
Northern Plain	Northern Plain Area Plan; Open Space Element Map	Target Plan II Interim Report; Conservation and Open Space Elements
Irvington	Irvington Area Plan	Housing Element
Mission San Jose	Mission San Jose Area Plan; Open Space Element Map	Target Plan I Report
Niles	Niles Area Plan; Open Space Element Map	Conservation, Housing and Open Space Elements

General Plan
Policy Text

Adopted Plan Maps

Reports or Other
Documents

Warm Springs	Warm Springs Area Plan; Open Space Element Map	Conservation and Open Space Elements
Hill Area	Warm Springs Area Plan; Open Space Element Map; Mission San Jose Area Plan; Niles Area Plan	Conservation and Open Space Elements
Industrial Area	General Plan Summary Map	
Central District	Central Area Plan	BART Area Density Study
Target Plan Areas	Mission San Jose Area Plan; Northern Plain Area Plan	Target Plan I and Target Plan II Reports

HISTORICAL ARCHITECTURAL REVIEW BOARD POLICY STATEMENT

OBJECTIVES:

1. To preserve and enhance the unique historical identity and environment within those areas of Fremont designated and zoned historical district, i.e., the Mission San Jose area represents the earliest focal point of urban development and cultures in Alameda County. In addition to its unique physical setting, climate and horticulture, it retains traces of a pageant of history representative of the following eras:
 - a. Pastoral Spanish Rancho
 - b. Mission Industry
 - c. Gold Rush American Commercialization
 - d. Gay Nineties Opulence
2. Where a submittal proposes the destruction of an existing site, structure or landscape feature, it shall be the purpose of the Board to evaluate its historical significance, functional value, or compatibility in light of its proposed replacement in order to determine which alternative would best further the objectives and concepts of the Historic Zoning District. The Historical Resources Committee's criteria and recommendation may serve as a useful guide in this determination.
3. Where rehabilitation of existing structures or new development is undertaken, it shall be the purpose of the Board to see that the submittal is compatible with the historical environment and identity of the involved area.
4. Rather than a monotonous reduplication of stereotyped reproduction, this Board seeks to encourage individuality of design compatible with all historical eras represented and the use of material both traditional and new within the dictates of good taste.
5. To insure that the historical character of the community be preserved consistent with the right of the individual to use his property as he sees fit without injury or depreciating the value of the property in the area, as stated in Section 8-22714, Ordinance 135.
6. To be ever mindful of the practical aspects imposed upon the architect and builder of compatible structures by the client's financial resources, economics of present day labor and material, legal ordinances and code requirements, as well as health and safety standards.
7. To recognize the compatible treatment of landscape and streetscape is an essential responsibility of the Historical Architectural Review Board.
8. To insure a correlated, orderly development of the whole historical district which will enrich Fremont's cultural and historical heritage but at the same time contribute in a practical economic sense by stimulating the development of commercial activities.

PRINCIPLES UNDERLYING DEVELOPMENT OF A PROPERLY PLANNED HISTORICAL DISTRICT:

1. Local historic structures and sites - especially when identified and preserved - serve as a link with the community's historic and cultural heritage.
2. Historic elements are most effective when they are visually and functionally accessible to the public.
3. Improvements and new structures within the historic area should be compatible with the historic theme.
4. Existing horticulture should be preserved where possible and additional landscaping and streetscaping should be utilized to create vistas which relate to and enhance the building.
5. Street fixtures should be compatible, and utilities preferably underground.
6. Proper off-street peripheral parking and elimination of through traffic with the creation of pedestrian (mall) spaces can help to retain an earlier scale of leisurely pace to historic areas.

METHOD OF ACCOMPLISHMENT:

1. Creation of an Historical District under the Zoning Ordinance and Historical Architectural Review Board.
2. Development of policy statements by the Historical Review Board to guide both Board members and Fremont staff.
3. A critical survey of all existing historical resources and compatible structures within the district, including sites, buildings, streetscape and horticulture.
4. Encouragement of proper development and design by full cooperation with owner, architect and contractor through:
 - a. Clearly stated policy and ordinance interpretation.
 - b. Preparation of a graphic and simple reference brochure and procedural guide for submittal by applicants to include bibliography, photographs, sample building material, compatible landscape material, streetscape fixtures, etc., to be used as 'idea sources' rather than restrictive alternates.
5. Give guidance to the Council and private enterprise in matters which will concern the development of historical districts.
 - a. Encourage future reconstruction of the Mission by interested organizations.

- b. Encourage the City to develop a precise plan of the historic district and adjacent areas with a view to traffic circulation, tourist commercial development, etc.
- c. Identify prominent historical sites and structures by on-site markers.
- d. Consider special ordinances for underground utilities.
- e. Encourage the City and interested citizen groups to promote the historic function by art festivals, fiestas, etc.

1. The first part of the report is a general introduction to the subject of the study. It discusses the importance of the study and the objectives of the research. It also provides a brief overview of the methodology used in the study.

2. The second part of the report is a detailed description of the study area. It includes information about the location of the study area, the population of the study area, and the characteristics of the study area.

3. The third part of the report is a description of the data collection process. It includes information about the sources of data, the methods used to collect data, and the time period over which data was collected.

4. The fourth part of the report is a description of the data analysis process. It includes information about the statistical methods used to analyze the data and the results of the analysis.

5. The fifth part of the report is a conclusion and recommendations. It summarizes the findings of the study and provides recommendations for future research.

APPENDIX A
LIST OF FIGURES

Figure 1

Figure 2

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